



**AGENDA**  
**PLANNING AND ZONING COMMISSION MEETING**  
**CITY OF CREVE COEUR, MISSOURI**  
**MONDAY, MARCH 6, 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. February 21, 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.

**NEW BUSINESS****1. Capital Improvement Program Update – FY2018-2022**

City staff will review the proposed Capital Improvement Program for Fiscal Years 2018 through 2022, [www.creve-coeur.org/cip](http://www.creve-coeur.org/cip)

**2. Application #17-002: Boundary Adjustment and Site Development Plan Approval for Parking Lot Addition and Façade Improvements for Edwin Pepper and Associates at 9974 Old Olive Street Road**

Michael Pepper, of Edwin Pepper and Associates, has submitted an application for facade improvements and a new 3,815 square foot parking area in front of the building. The original building was developed in 1964, prior to the current GC District regulations. The lot is non-conforming in size at approximately 7,274 square feet, where the minimum lot area for properties in the GC District is one-half acre (21,780 square feet), and contains site related non-conformities regarding setbacks. The property owners are currently under contract with MoDOT to purchase approximately 4,891 square feet of excess right-of-way to allow for additional parking for the building. The total area of the combined lot will be approximately 12,165 square feet; while still a non-conforming lot, it is decreasing the degree of the non-conformity.

**3. Public Hearing. Application #17-009: Conditional Use Permit and Site Development Plan for Exterior Building Improvements for Conversion to a Lou Fusz Kia Franchise at 1025 North Lindbergh Blvd**

Stephen Hollander, of SJ Hollander Architects, on behalf of Lou Fusz Automotive Network, has submitted a request for a conditional use permit at 1025 N. Lindbergh Boulevard to modify the exterior of the building of the former Mazda Dealership for the Lou Fusz Kia Dealership and add a 1,714 square foot Service addition to the building. New Car Dealers (NAICS 441110) are permitted as conditional uses with review and approval by the City Council upon the recommendation of the Planning and Zoning Commission



**4. Application #17-010: for a Minor Site Development Plan of an Auxiliary Salt Storage Building at the Creve Coeur Public Works Maintenance Facility at 996 Rue De La Banque East**

Jim Heines, Director of Public Works, on behalf of the City of Creve Coeur, has submitted an application for the installation of fabric building to protect the de-icing salt stored on the auxiliary storage pad located immediately behind the existing Maintenance Facility building to meet with Missouri Department of Natural Resources' recommendation to protect the stored material from rain and potential stream pollution. Section 400.030 requires the Planning and Zoning Commission review and approval of public facilities.

**WORK AGENDA**

**DEPARTMENT REPORTS**

1. Director of Community Development
  - a. Plant Science and Technology Master Plan (39 North) Review and Adoption Schedule
2. City Attorney

**ADJOURNMENT**

Posted: \_\_\_\_\_  
Jason W. Jaggi  
Director of Community Development



**CITY OF CREVE COEUR  
PLANNING & ZONING COMMISSION  
MEETING MINUTES  
TUESDAY, FEBRUARY 21, 2017  
6:30 PM**

A regular meeting of the Planning and Zoning Commission of the City of Creve Coeur, Missouri was held on Tuesday, February 21, 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  
Mr. Don Magruder  
Ms. Heather Silverman*

**OTHERS PRESENT:**

*Mr. Carl Lumley, 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 amended to take up the BJC matter first. Motion seconded and unanimously approved.

**APPROVAL OF MINUTES**

Mr. Rovak moved to accept the minutes for January 17, 2017 as submitted. Motion seconded and unanimously approved.

Ms. Silverman moved to accept the minutes for February 6, 2017 as submitted. Motion seconded and unanimously approved.

**PUBLIC COMMENT**

None

**UNFINISHED BUSINESS**

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

Mr. George Stock introduced team working on the project and praised Creve Coeur Planning Staff for working diligently with the BJWC Leadership team.

Ms. Trish Lollo talked about the hospitals history and thanked the Commission and the Planning Staff for the care they take in reviewing projects.

Mr. Stock reviewed the key points discussed at the previous meeting. He showed the signal of concern was feasible.

Mr. Reeve with Chistner spoke to the architectural items. He said some elements from the Wash U campus presented themselves in the BJWC campus.  
He said they tried to find ways to enhance the design. He said the glass corners had been dropped and made more distinctive. He pointed out the access metal was more integrated and accented. He said the changes made were subtle but impacting and that the palette was drawn from the Kingshighway location. He showed the various materials used. He said the materials are very similar to what was used on the Danforth building. He showed the aluminum accents and how they blended with the rest of the design and materials.  
He said the staff report had two items worth discussing,  
Mr. Reeve addressed the cap on the screen wall and said they preferred not to add that feature. He explained the preferred design thoroughly.  
Then he addressed the second concern which was changing the aluminum screen wall at grade to masonry. He indicated that change has been incorporated into the design.

Mr. Carney asked about the rooftop mechanical screening and how far back it went.

Mr. Reeve said it pushed it back 3-4 feet.

Ms. Kistner asked Mr. Stock if they had any issues with the conditions in the staff report. He reiterated their request not to add cap to screening.

Mr. Jaggi gave a few remarks. He said that BJWC had made an effort to address the concerns of the commission. He said staff made the suggestion to further screen by adding a cap, ok with leaving that feature out.

The Commission said they did not think the screening was necessary.

Mr. Carney made a motion to remove references to the cap from Condition 3, Mr. Carney seconded.

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

Mr. Carney made a motion to incorporate plans presented this evening into Condition 1, Mr. Rovak seconded.

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

Ms. Silverman made a motion to approve the application subject to the conditions set forth in the draft ordinance as amended, Mr. Magruder seconded.

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

All aye. Motion passed.

The application will go before City Council Monday, February 27, 2017

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

**The Applicant requested to postpone the matter to the March 6, 2017 Planning and Zoning Commission Meeting.**

Mr. Magruder made a motion to continue to March 6, Mr. Carney seconded.

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

All aye. Motion to continue passed.

**3. 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.**

Mr. Magruder made a motion to table, Mr. Carney seconded.

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

All aye. Motion to table passed.

**4. 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**

Mr. Jaggi went over the development of the Comprehensive Plan for the last year and a half. He identified some minor changes to the plan since February 7, 2017.

He then moved to discussion regarding the East Olive Corridor. He said there was a place type correction made and that reflection was shown in the January 20th final draft. He said some minor adjustments and corrections were made to be consistent.

He showed the place type map and how it currently reads.

He said there are key points to consider and went over those points.

He said that area is a mix of retail, neighborhood services, small scale restaurants, town homes and low density multi-family residential. He said the area serves as a transitional area between more intense commercial districts to the east and west.

He said the Comprehensive Plan does not rezone properties, it provides a framework for the future. Mr. Jaggi explained a zoning ordinance is law. He said the comprehensive plan calls for review of the zoning ordinance, but it is a guide, not law.

He continued by saying the zoning ordinance will require public hearing and discussion before implementation.

Ms. Kistner asked how many properties on the map were commercial.

Mr. Jaggi said there were several that were already commercial and if the ones that aren't wanted to be commercial, they could change.

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Ms. Silverman asked if Mr. Jaggi had any examples of what development could go in that area.

Mr. Jaggi showed a few concepts of acceptable low intense non-residential use.

He showed an example of an attached multi-family townhouse in Georgia.

Ms. Kistner sought comments from the audience.

Mr. Faron said he had participated in a meeting with the neighborhood last week and had to remain uninvolved due to his position with the Council.

Karl Massey said he hated to see the nice greenery changed to commercial. He said commercial businesses would provide too much activity. He said the businesses that came in didn't last long. It would increase light intrusion. He suggested leaving the area alone for 10 years. He said it wasn't needed.

Mr. Roddy said he was a trustee and wanted to provide a copy of the Deaver Lane deed restrictions and indentures. He said they intend to enforce the restrictions that are limited to single family residential.

Ms. Alexandra Gada said she opposed to commercial development. She said traffic will increase and her quality of life will decrease. She said neighborhood commercial has benefits, but mixed use is not recommended along major arteries.

Ms. Rezny gave some statistics on new construction she came up with from driving through the neighborhood. She said Kirkwood and its residents are thriving living on a major thoroughfare. She said they had contacted MoDot about an adopt-a- highway program. She had members of the audience raise their hands if they did not want to speak, but who agreed with her. About 15 people raised their hands.

Mr. Guiliani said he had witnessed the changes in the plan. He said there was input and disagreement about what was happening in the plan. He said there is a plethora of already available commercial space down the road. He said in the past 8 years the neighborhood has already transformed. He said the developing character of the neighborhood is being ignored. He said the uncertainty of the plan is prohibiting people from committing to the neighborhood

Mr. Breitweiser said he concurred with the previous speakers. He read a letter he had written regarding his displeasure with the direction of the Comprehensive Plan in this neighborhood. He said his family is celebrating 4 generations and 75 years in Creve Coeur and the founding fathers would also be greatly displeased with the direction the Plan is going regarding this neighborhood.

Ms. Roddy suggested the commission drive to their neighborhood and see the empty commercial lots. She asked the Commission to speak into their mics.

Mr. Bierbaum said his family decided to build a home on Deaver Lane because it seemed like a nice neighborhood. He said if they had known it would go commercial they would not have bought and built. He said traffic would continue to get worse.

Mr. Merit said they bought a house for his daughter to raise their child. They did know that area would be considered for commercial. He said it would decrease the value for those properties and no one would want to live there. He said if turned to commercial they would maximize the building area and green space would decrease. He said there would be water problems from run-offs. He said it was bad planning. He said Laverne Collins Park should be relocated and made into a multi-family business area.

Mr. Gada said his quality of life was threatened and his property value would be decreased. He said he and his wife literally built their house. He said it was featured in a Creve Coeur Newsletter. They selected their neighborhood because the look and feel would be maintained. He said a high traffic neighborhood would decrease their equity. He said the plan's vision is not the neighborhoods vision. He said so many kinds of pollution would infiltrate their quality of life. He asked that the language regarding the east olive corridor be removed.

Ms. Leving said she is building on Deaver Ln and she chose the space because it is a quiet charming neighborhood with various home types. She said putting more commercial in is the last thing Creve Coeur needs. She suggested revisiting the plan and moving in a different direction.

Mr. Lohse said he has concerns with the plan. He said the proposed changes would reduce the neighborhood 25%. He said traffic would increase. He said there are vacant commercial lots available that are eyesores and he does not want that to happen in his neighborhood.

Ms. Lohse said she and her husband committed themselves to live in Creve Coeur. She said traffic would not just increase on Olive, but also within the neighborhood on the streets. She said there are 6 currently vacant businesses. The ward representative said their neighborhood is unique and she said they should embrace that uniqueness. The intent is to unite Olive. She would like to see this looked at from the perspective of the residents.

Ms. Kistner asked someone to explain how indentures relate to city planning and zoning.

Mr. Lumley said regarding indentures, they govern the land. Unless the residents change their indentures, the land use can't change. The city can have a different plan, but indentures would have to be changed to accomplish it.

A resident said the plan would create a situation where people aren't going to buy in not knowing the future of development.

Mr. Jaggi said there is significant residential redevelopment in the area. He talked about the vacant commercial buildings on Olive and why they would want to encourage development. He said the retail environment has changed and the Plan addresses that. He said there are smaller office buildings along the corridor that are thriving. He said there is procedure that protects the area. The zoning code would need to clarify what types of development would be allowed to move in to the area.

Mr. Rovak questioned how unique is this situation and what has been the outcome. He said the concerns were legitimate. He said it was perceived as a threat and wanted to know what the trend has been in similar situations and how valid are the concerns. He said small scale businesses seem to be a reasonable request.

Mr. Carney said the Mobile on the Run didn't fit the areas character and that is why it was disapproved.

Mr. Rovak said there are protections in place already for the neighborhood.

Mr. Carney said the Davita parking lot issue prohibited the drive being put in due to the deeds and indentures that would protect the neighborhood. He questioned if a small section of the plan could be changed.

Ms. Kistner said she felt confident residential would not develop on Olive. She said there is not a market for single family residential along any part of Olive. She said it was not desirable as single family and would remain vacant without a change. She said alternatively Olive is defined by commercial. She said there are many neighborhoods that sit behind Olive that are successful, but these streets are short and they could encroach into the neighborhood. She said she was trying to find a way to improve Olive without adversely impacting the neighborhoods behind Olive.

Mr. Magruder said he was sympathetic to the neighbors and appreciated their comments. He said the area there along Olive has become commercial by default, but changing residential to commercial along Olive doesn't necessarily change the value of the houses behind Olive. He said he lives on a street in a similar way. He said some kind of change was needed to improve the area.

Ms. Silverman said she too was in a similar neighborhood. She said something that works needed to be found. Doing nothing would encourage dilapidation.

Ms. Kistner asked about redrawing the map to only include only properties along Olive. She said the vision of allowing development along Olive could be limited by indentures. She said the Plan can also provide limits in the type of low density development allowed along Olive.

Mr. Jaggi said the focus was on lot depth size, buffering and other factors. He said there was no desire to have large development in this area. He said if it was the Commissions desire to scale it back for the time being that could be done. He said the reality of the situation is there is not a lot of land in this part of the corridor.

Ms. Silverman asked if it would make more sense to leave it as just the frontage.

Mr. Jaggi said the focus was not to Commercialize the neighborhood, the focus was Olive. The map can be adjusted to only include properties with direct frontage on Olive.

Mr. Magruder said he agreed with that suggestion.

Mr. Lumley said his suggestion would be to find a solution with the subdivisions that have indentures. He suggested they leave the vision the same but include a provision in the plan that says dialogue should be had between the city and the subdivisions to find a solution.

Mr. Rovak said there could still be some problems.

Mr. Lumley said the Comprehensive Plan is not enforceable, But dialogue opens doors to change.

Mr. Carney said he liked Mr. Lumley's idea.

Mr. Magruder asked how that would be worded in the plan.

Mr. Lumley said the drawing needs to be changed and the language could be included there.

Mr. Jaggi said page 88 shows the language and perhaps the plan could include that language regarding the land use.

Ms. Kistner said they could provide that to the residents for comment.

Mr. Jaggi said the changes should not take long and they should have it ready by the next meeting on March 6<sup>th</sup>.



Ms. Roddy asked about properties that face Olive that have a Deaver address.

Ms. Kistner said she couldn't speak for MoDot.

Mr. Magruder made a motion to continue to the next meeting, Mr. Rovak seconded.

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

All aye. Motion to continue passed.

**NEW BUSINESS**

None

**WORK AGENDA**

None

**DEPARTMENT REPORTS**

Mr. Jaggi gave an update on the Plant Science and Technology Master Plan also known as 39 North.

Mr. Jaggi suggested cancelling the July 3rd meeting. The Commission agreed.

**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 8:45 P.M.

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Beth Kistner, Chair

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Jessica Stutte, Recording Secretary



## MEMO TO PLANNING AND ZONING COMMISSION

**Meeting Date:** March 6, 2017

**Subject:** Comprehensive Plan Update, *Creve Coeur 2030*  
Project Number: 16-028

**Memo Prepared by:** Jason W. Jaggi, AICP, Director of Community Development  
March 2, 2017

**Attachments:** Draft Resolution  
Revised Final Draft Comprehensive Plan Update, March 1, 2017  
Citizen comments received

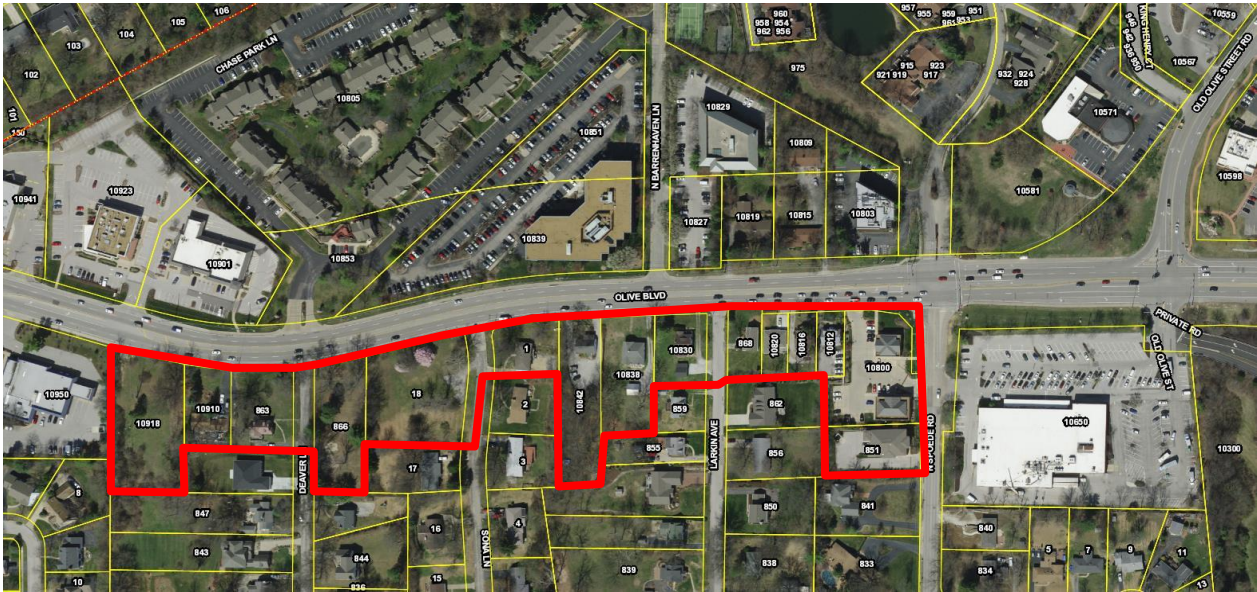
At the February 21, 2017, meeting, the Planning and Zoning Commission postponed the adoption of the Comprehensive Plan Update, *Creve Coeur 2030*, in response to comments received from residents who attended the meeting regarding the status of the East Olive Corridor recommendations. The Commission directed staff to revise the Community Place Type Map for the East Olive Corridor to show only properties with direct frontage onto Olive Boulevard placed within the NC—Neighborhood Commercial Place Type. The area of discussion focused on the properties on the south side of Olive Boulevard adjacent to Deaver Lane, Sona Lane, and Larkin Avenue within the Sona Lane, Olive Crest and Olive Crest First Addition subdivisions.

### Revised Community Place Type Map

Staff has revised the Community Place Type Map as directed by the Commission as shown below:



Close up view of revised Community Place Type Map showing Olive Boulevard between Graeser and Spoede roads.



Close up aerial view of properties that are located within the NC-Neighborhood Commercial Place Type District.

### Text Revisions

The text within the East Olive Corridor section of Chapter 4 has also been revised to reflect comments made at the last meeting. The text changes now include discussion on the careful review of expansion of non-single family uses in order to provide appropriate building sites along Olive and to allow buffering from residential properties to support the continued use of single family residential away from Olive Boulevard. Also, the plan acknowledges the presence of deed restrictions and the need to continue the discussions of achieving mutually acceptable solutions in accordance with the plan recommendations.

The proposed revisions are shown below (underlined):

#### Page 88, 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, service, and office 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. As redevelopment occurs within the corridor, there may be a need to include adjacent residential properties other than those directly fronting Olive Boulevard to provide suitable building sites and to afford appropriate buffering from adjoining residential properties. Requests for such expansion of non-single family uses should be carefully reviewed to ensure the continued use of residential neighborhoods further away from the Olive Boulevard corridor. To the extent that private deed restrictions or indentures are inconsistent with this plan, the City should engage in dialogue with interested parties to seek mutually acceptable solutions consistent with this plan.

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.

### **Subdivision Indentures**

Planning staff met with two neighborhood residents on March 1<sup>st</sup> to discuss the recommendations of the plan for the East Olive Corridor. A copy of the subdivision indentures for Sona Lane was provided and has been included in the agenda packet. Staff and the Commission were also provided with a copy of subdivision deed restrictions from the 1940's for the Olive Crest subdivision at the February 21, 2017 meeting. While planning staff is not in a position to evaluate the legal authority of private indentures or deed restrictions, the plan text now acknowledges the existence of various forms of private property restrictions not controlled by the City which may be inconsistent with the recommendations of the plan for the East Olive Corridor. Moving forward, the plan states the City should engage in dialogue with interested parties to reach an acceptable solution (Page 88 of the plan).

Staff believes the changes to the Plan reflect the discussion and direction of the Commission from the February 21, 2017 meeting. The agenda packet includes the full revised Comprehensive Plan document (as of March 1, 2017) and draft resolution. Citizen comments received prior to agenda packet posting have also been included for review.

## 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 March 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 March, 2017

\_\_\_\_\_  
 ELIZABETH KISTNER  
 CHAIR PERSON

\_\_\_\_\_  
 SECRETARY

ATTEST:

\_\_\_\_\_  
 DEBORAH RYAN, CITY CLERK, MPCC

Attachment: Comp Plan adoption Resolution 3-1-2017 (2331 : #16-028 Comp Plan Adoption)

# Creve Coeur



*The Heart of Community & Commerce*



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

**March 2017**

# Acknowledgements

## City of Creve Coeur

### Planning & Zoning Commission

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

### Planning Staff

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

### Elected Officials

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

### Senior Staff

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

## Boards and Commissions

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

## Planning Team

### H3 Studio, Inc.

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

### Urban Advisors, Ltd.

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

## Special Thanks To...

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## Table of Contents

|           |                                                                        |     |
|-----------|------------------------------------------------------------------------|-----|
| <b>01</b> | Introduction & Background.....                                         | 7   |
| <b>02</b> | Creve Coeur Today.....                                                 | 17  |
| <b>03</b> | Objectives & Strategies.....                                           | 43  |
| <b>04</b> | Plan Recommendations.....                                              | 53  |
|           | <i>Community Place Types Overview.....</i>                             | 54  |
|           | <i>Residential Neighborhood Recommendations.....</i>                   | 64  |
|           | <i>Creve Coeur's Downtown &amp; Central Business District.....</i>     | 72  |
|           | <i>West Olive &amp; 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 &amp; Institutional Districts.....</i>                       | 106 |
|           | <i>City-Wide Systems.....</i>                                          | 112 |
|           | <i>Annexation Potential.....</i>                                       | 126 |
| <b>05</b> | Implementation Plan.....                                               | 129 |
|           | <i>Early Action Items.....</i>                                         | 132 |
|           | <i>Capital Improvement Plan.....</i>                                   | 134 |
|           | <i>Implementation Matrix.....</i>                                      | 136 |
| <b>A</b>  | 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:<br>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,<br>2016-2021 |
|--------------------------------------|--------|-----------|-----------|----------------------|
| <b>Total Population</b>              | 17,973 | 17,965    | 18,000    | <b>35</b>            |
| <b>Total Households</b>              | 7,706  | 7,672     | 7,670     | <b>(2)</b>           |
| <b>Family Households</b>             | 4,750  | 5,023     | 4,996     | <b>(27)</b>          |
| <b>Non-Family Households</b>         | 2,959  | 2,649     | 2,674     | <b>25</b>            |
| <b>Non-Family Households, %</b>      | 38.4%  | 34.5%     | 34.9%     | <b>0.3%</b>          |
| <b>Average Household Size</b>        | 2.26   | 2.27      | 2.27      | <b>—</b>             |
| <b>Owner-Occupied Housing Units</b>  | 5,271  | 5,507     | 5,519     | <b>12</b>            |
| <b>Renter-Occupied Housing Units</b> | 2,435  | 2,165     | 2,151     | <b>(14)</b>          |
| <b>Renter-Occupied Percentage</b>    | 31.6%  | 28.2%     | 28.0%     | <b>-0.2%</b>         |
| <b>Median Age</b>                    | 44.3   | 45.8      | 46.3      | <b>0.5</b>           |
| <b>Median Household Income</b>       | —      | \$102,413 | \$108,511 | <b>\$6,098</b>       |
| <b>Average Household Income</b>      | —      | \$153,289 | \$166,155 | <b>\$12,866</b>      |

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      |
|-------------------------------------------------------------------------|-----------|-----------|-----------|-----------|-----------|
| <b>MO Office of Administration</b><br>(2014 St. Louis Co. Interpolated) | 987,239   | 970,773   | 969,216   | 964,085   | 958,847   |
| <b>St. Louis County Census</b><br>(Trended from 2014)                   | 1,001,879 | 1,005,634 | 1,006,387 | 1,010,161 | 1,013,950 |
| <b>City of Creve Coeur Census</b><br>(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):

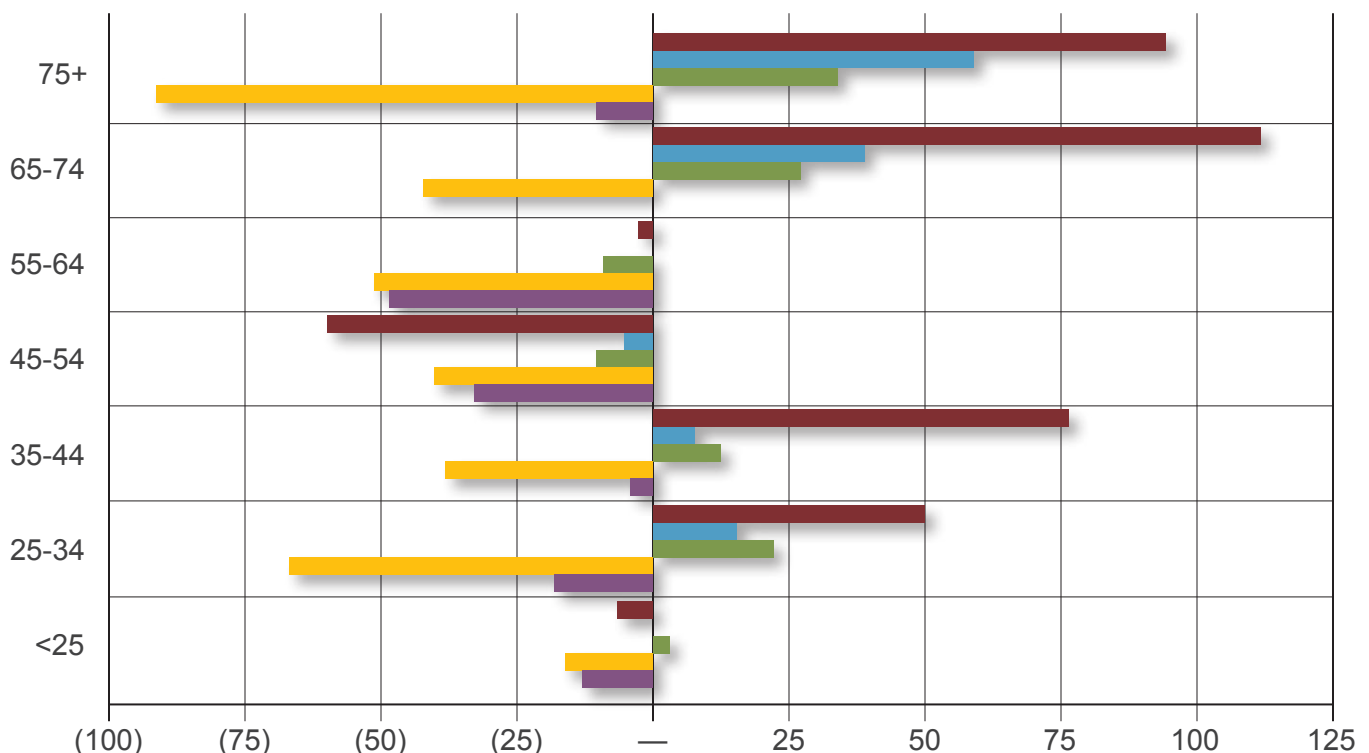
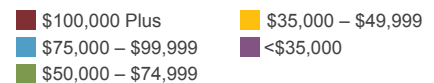
- » All household growth is in household incomes of \$50,000 and greater
- » Households under 25 years and between 45-64 years of age are declining
- » Households 45-64 years of age comprise 50% of household losses
- » Households from 25 to 44 years of age are increasing, but only at upper incomes
- » 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 underserved consumer demand but, because of the aggregation, may not reflect what is possible for the future. **Figure 2.5** on the facing page breaks categories into those with leakage.

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

## 2.4. RETAIL SUPPLY & DEMAND

Source: ESRI Business Information Services

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

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<br>Less 2016 Sales | Square Feet at Sales<br>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                                           |
| <b>Total at 100-Percent Capture</b>   | <b>\$109,688,513</b>           | <b>243,800</b>                                   |

**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           |
| <b>TOTALS</b>                                 | <b>49,636</b> | <b>53,230</b> | <b>3,594</b> |

## 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  $\pm 1.5$  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 tenanting of major bioscience and ag-tech research and development institutions and companies. While official employment projections for the district have not been released, the 250 acre CORTEX development is projected to create or attract approximately 10,000 new jobs. Using CORTEX as a precedent, it is reasonable to assume that the 575-acre 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  $\pm 19$  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/<br>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<br>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        |
| <b>TOTALS/<br/>AVERAGE</b> |       | <b>185</b> | <b>8,928,755</b>  | <b>1,560,757</b> | <b>17.5%</b>  | <b>7,130</b>   | <b>\$19.56</b> |



## 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 character<sup>1</sup>:

- » **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.



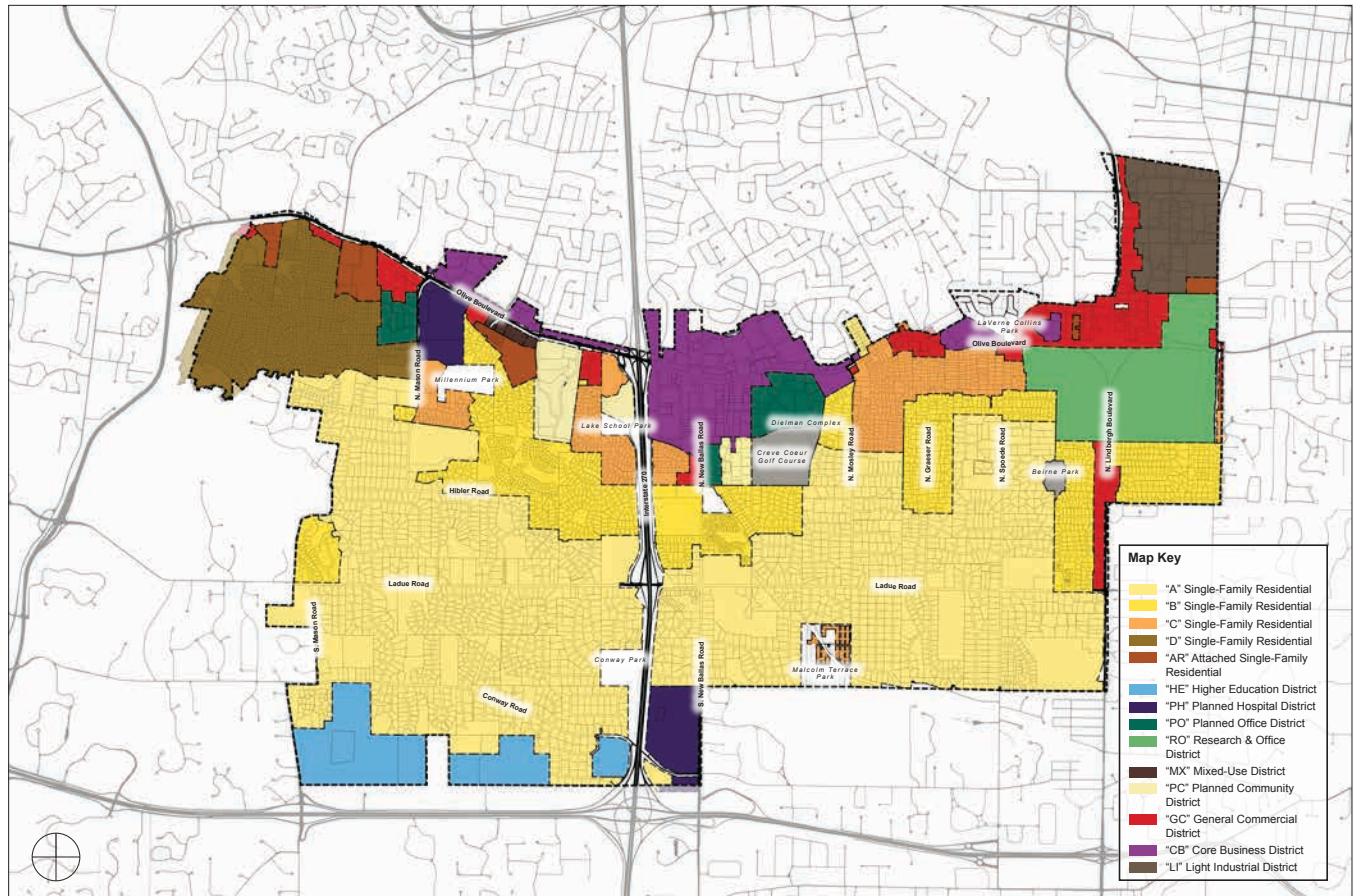


## Land Use & Zoning

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

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.

[illegible]

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

This map illustrates the distribution of parks within a 5-minute (1/4 mile) walking radius across the City of Madison. The parks are highlighted with red circular callouts. The map also shows major roads, water bodies, and flood plains. A map key in the bottom right corner defines the symbols used.

**Map Key**

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

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.

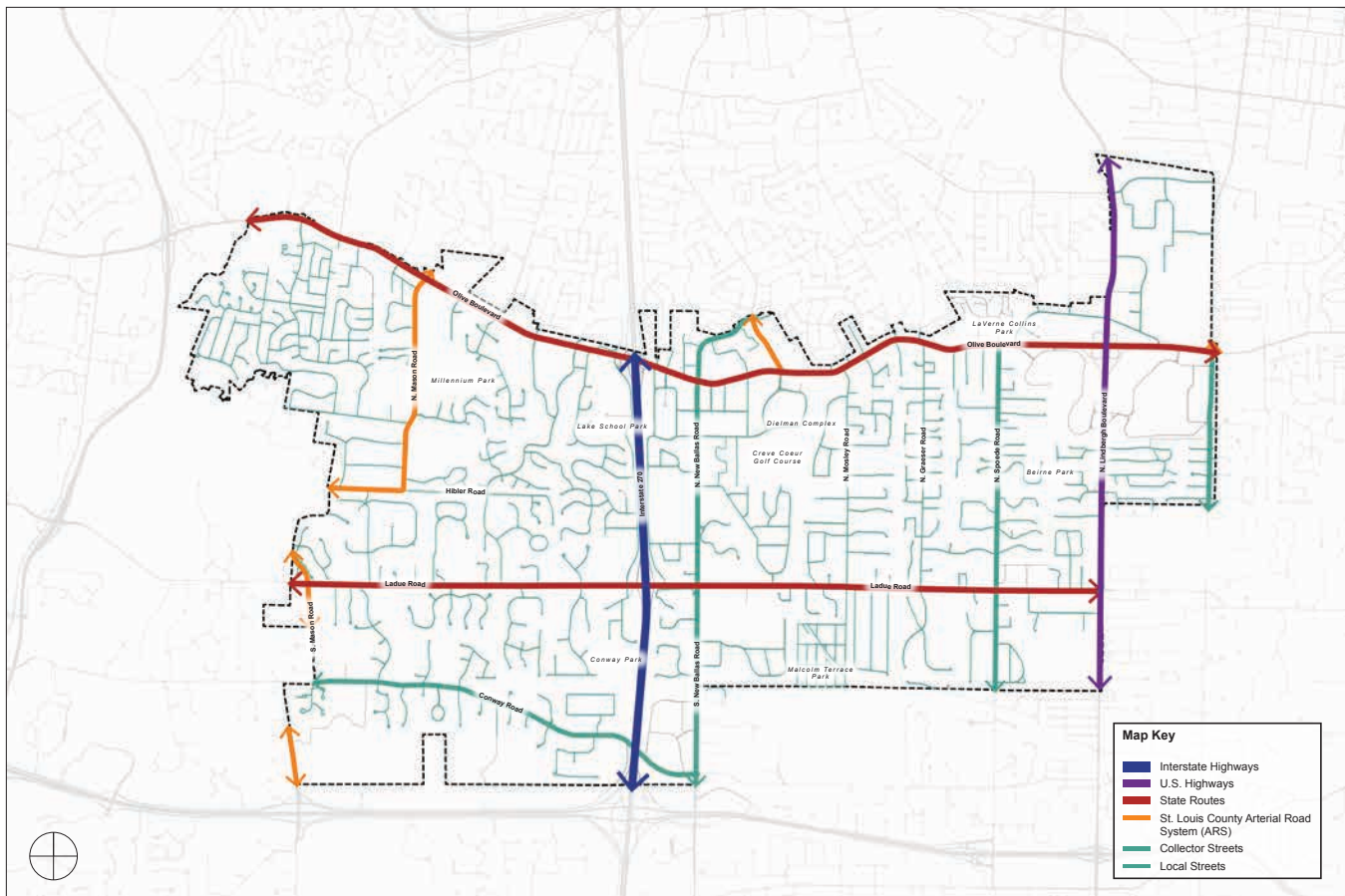
Historically, congestion within the City has been addressed through increasing the capacity of the existing street system. As an example, intersections along Olive Boulevard have been systematically improved with additional through, left, and right turn lanes. Signals have been strategically installed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





A photograph of a group of people in a meeting room, overlaid with a large orange semi-transparent rectangle. The number '03' is printed in large white font on the right side of the orange overlay. The people are seated around a table, some looking at documents or devices. A woman on the left is leaning forward, looking at a document. An older man in the center is looking down at a document. A man on the right is looking towards the camera. A woman on the far right is looking down at a document. A water bottle is on the table. The background shows a door and some office equipment.

# 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.

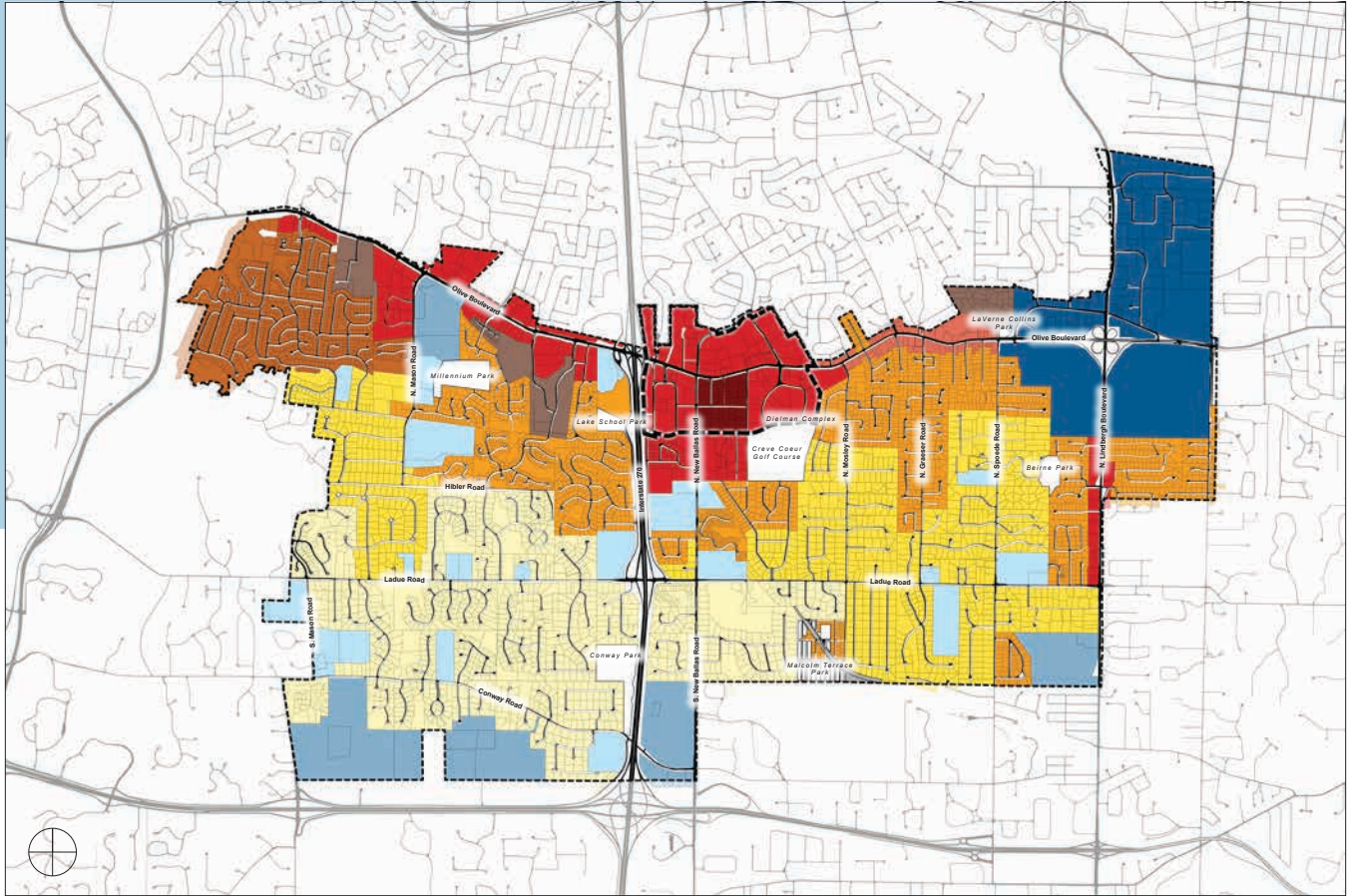
By defining qualitative aspect of these districts—their built character, streetscape, public realm, and public space amenities—in addition to the quantitative aspects of land use, Community Place Types establish a coordinated placemaking strategy within a defined geographical framework based on existing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

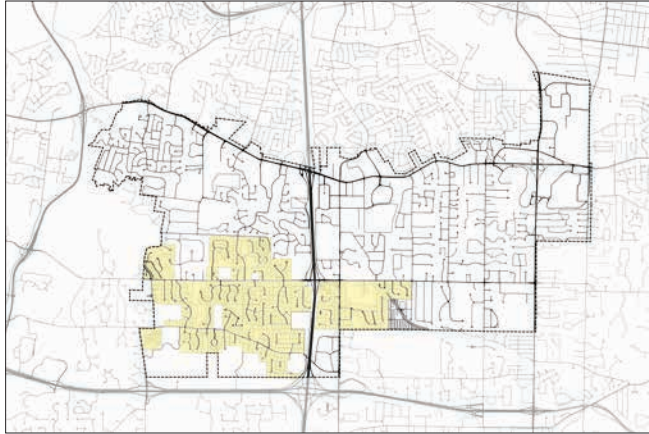




#### 4.1. COMMUNITY PLACE TYPE DISTRICTS

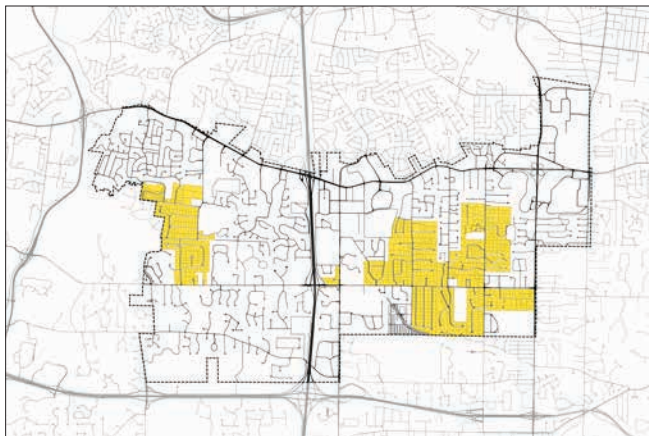
- I - Countryside Estate (CR)
- II - Estate Neighborhood 2 (ER-2)
- III - Estate Neighborhood 1 (ER-1)
- IV - Suburban Neighborhood 2 (SR-2)
- V - Suburban Multi-Family Neighborhood 1 (SR-1)
- VI - Civic (CV)
- VII - Campus (CP)
- VIII - Neighborhood Commercial District (NC)
- IX - Mixed-Use District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

## Community Place Types Overview



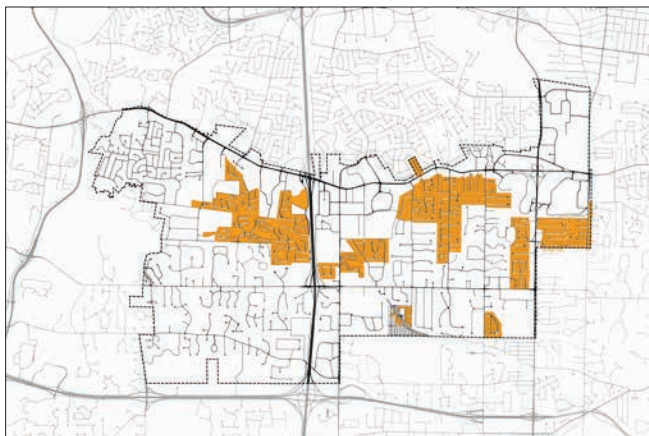
### I. Countryside Estate (CR)

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)

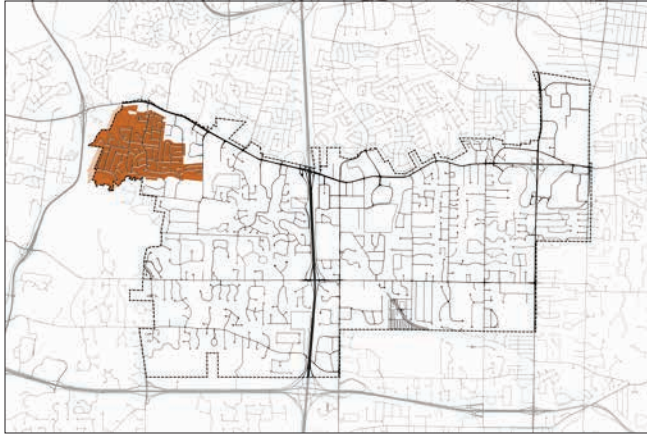
Like the Countryside Estate, Estate Neighborhood 2 describes large-lot (1 acre and larger), detached single-family residential neighborhoods with a curvilinear, cul-de-sac street system in either a residential subdivision of multiple streets with one or several entrances; or on individual residential 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)

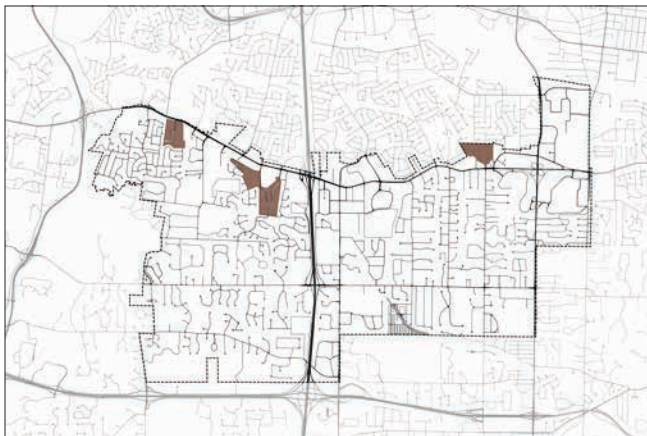
Estate Neighborhood 1 describes medium-lot (15,000 sq. ft. to 1 acre), detached single-family residential neighborhoods with both rectilinear and curvilinear, cul-de-sac street system in either: a residential subdivision of multiple streets with one or several entrances; or on individual residential 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.





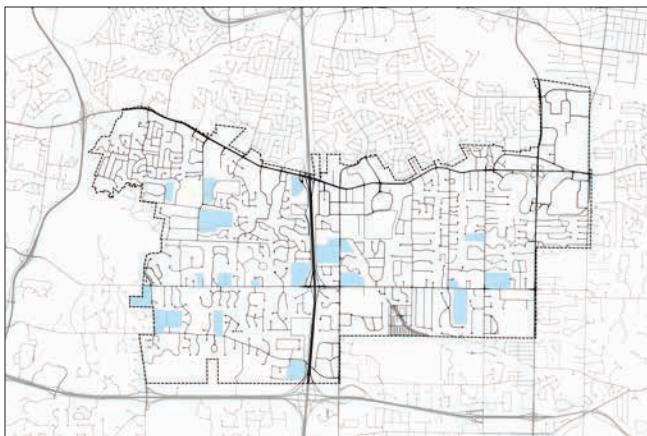
#### IV. Suburban Neighborhood 2 (SR-2)

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.

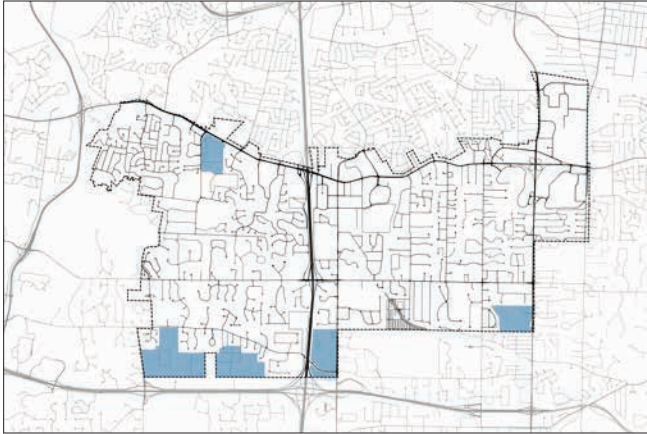


#### VI. Civic (CV)

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



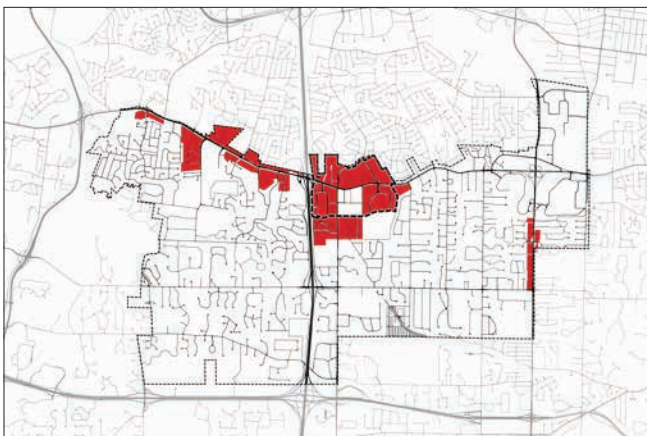
### VII. Campus (CP)

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.



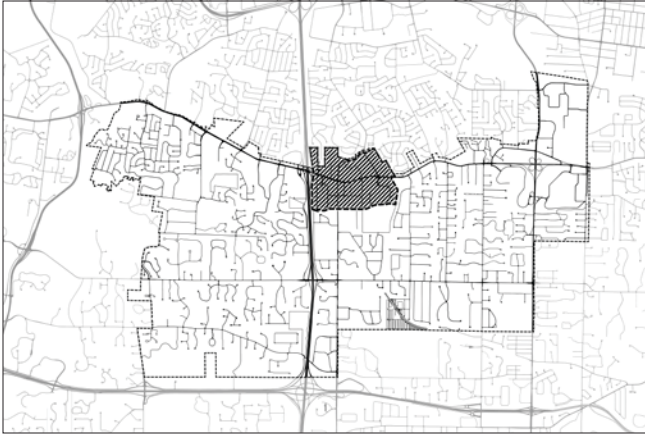
### VIII. Neighborhood Commercial District (NC)

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.



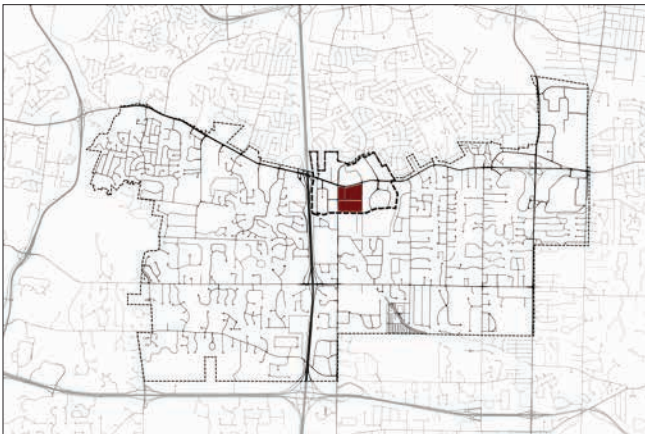
### IX. Mixed-Use District (MU)

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.



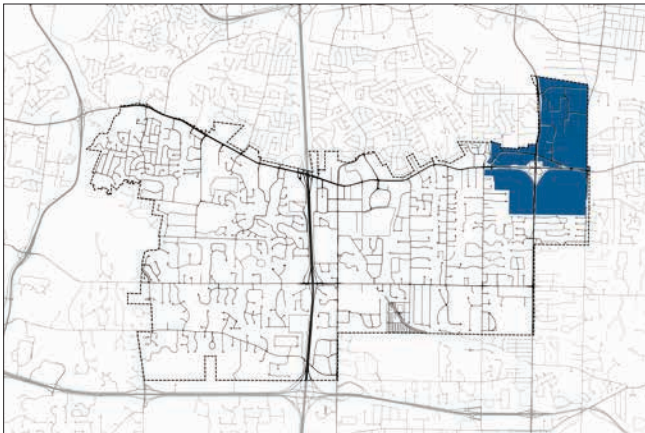
## IX.A. Central Business District (CBD)

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.

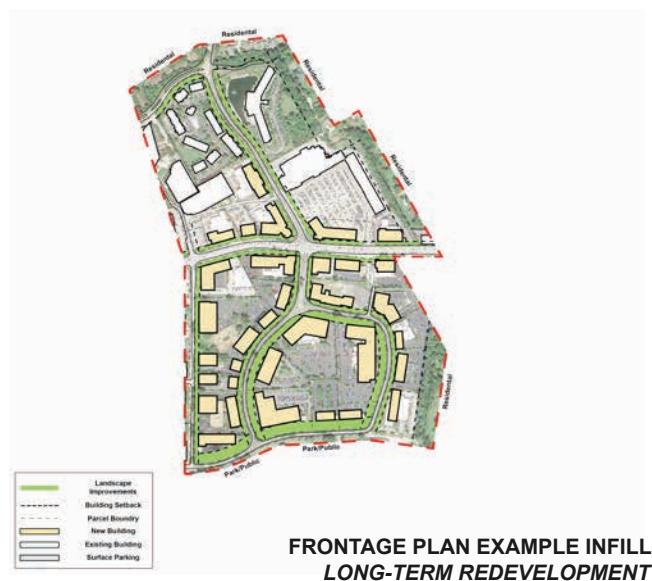
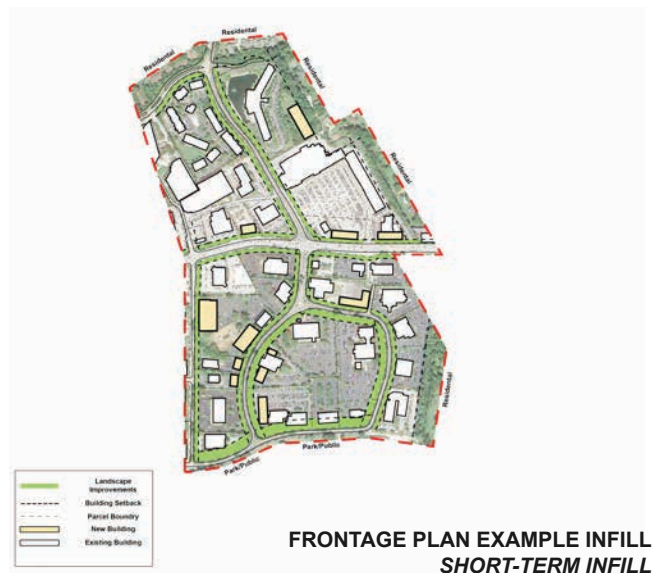
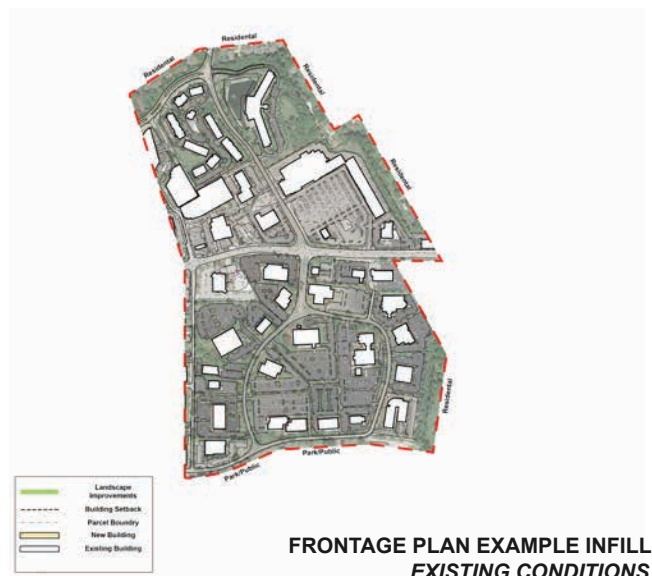
Frontage Plan recommendations are based around five (5) commercial and mixed-use Community Place Type Districts:

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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## 2. Residential Neighborhood Recommendations

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

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

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

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

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

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



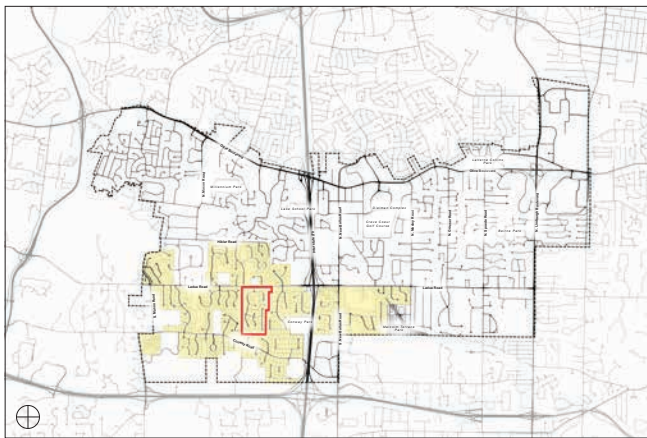
-  I - Countryside Estate (CR)  
 II - Estate Neighborhood 2 (ER-2)  
 III - Estate Neighborhood 1 (ER-1)  
 IV - Suburban Neighborhood 2 (SR-2)  
 V - Suburban Multi-Family Neighborhood 1 (SR-1)



## 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 curvelinear 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



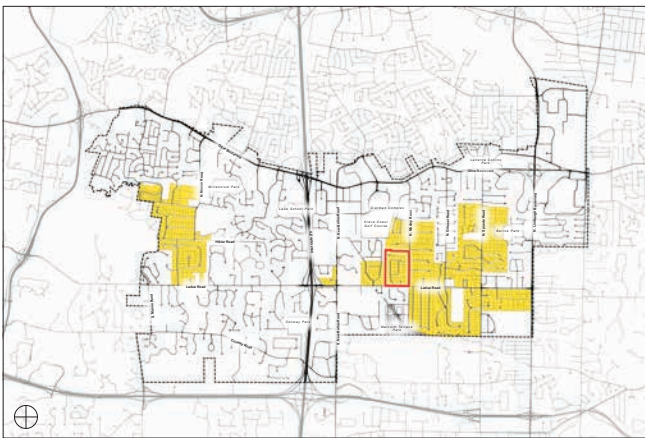
EXISTING PLACE TYPE CHARACTER IMAGE



## 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



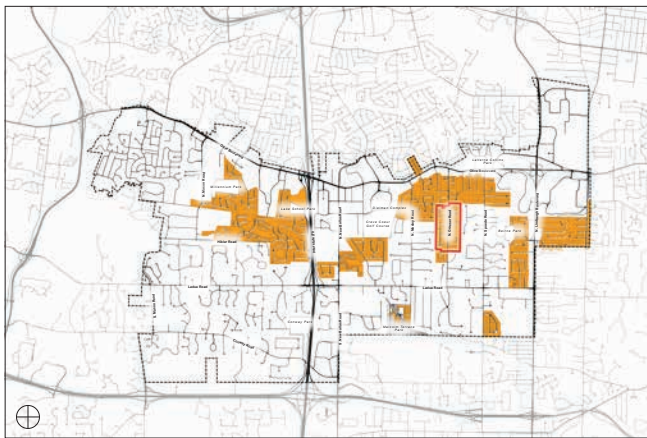
EXISTING PLACE TYPE CHARACTER IMAGE



## 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



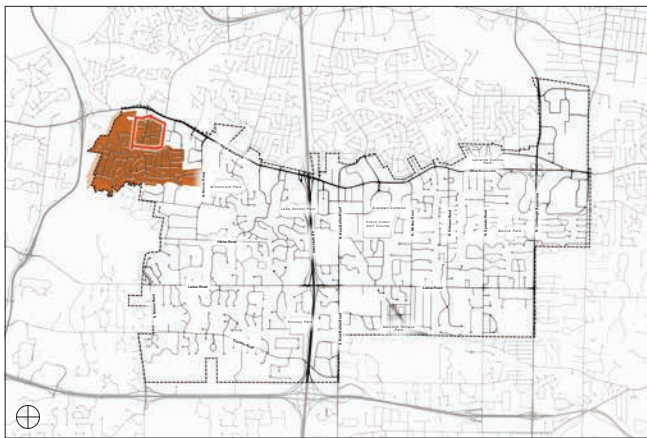
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## Residential Place Type Districts

### 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



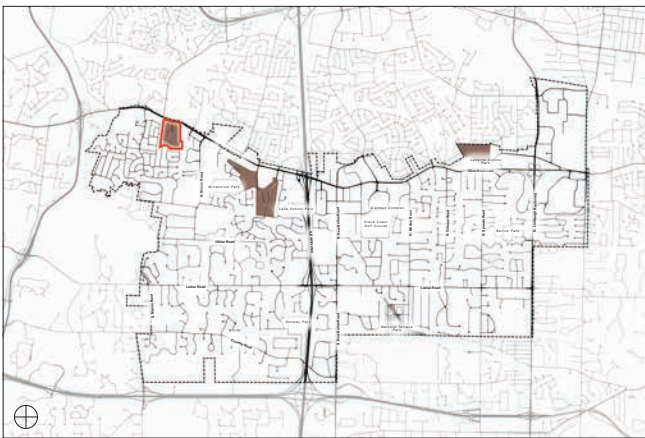
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## Residential Place Type Districts

### 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



- » 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.

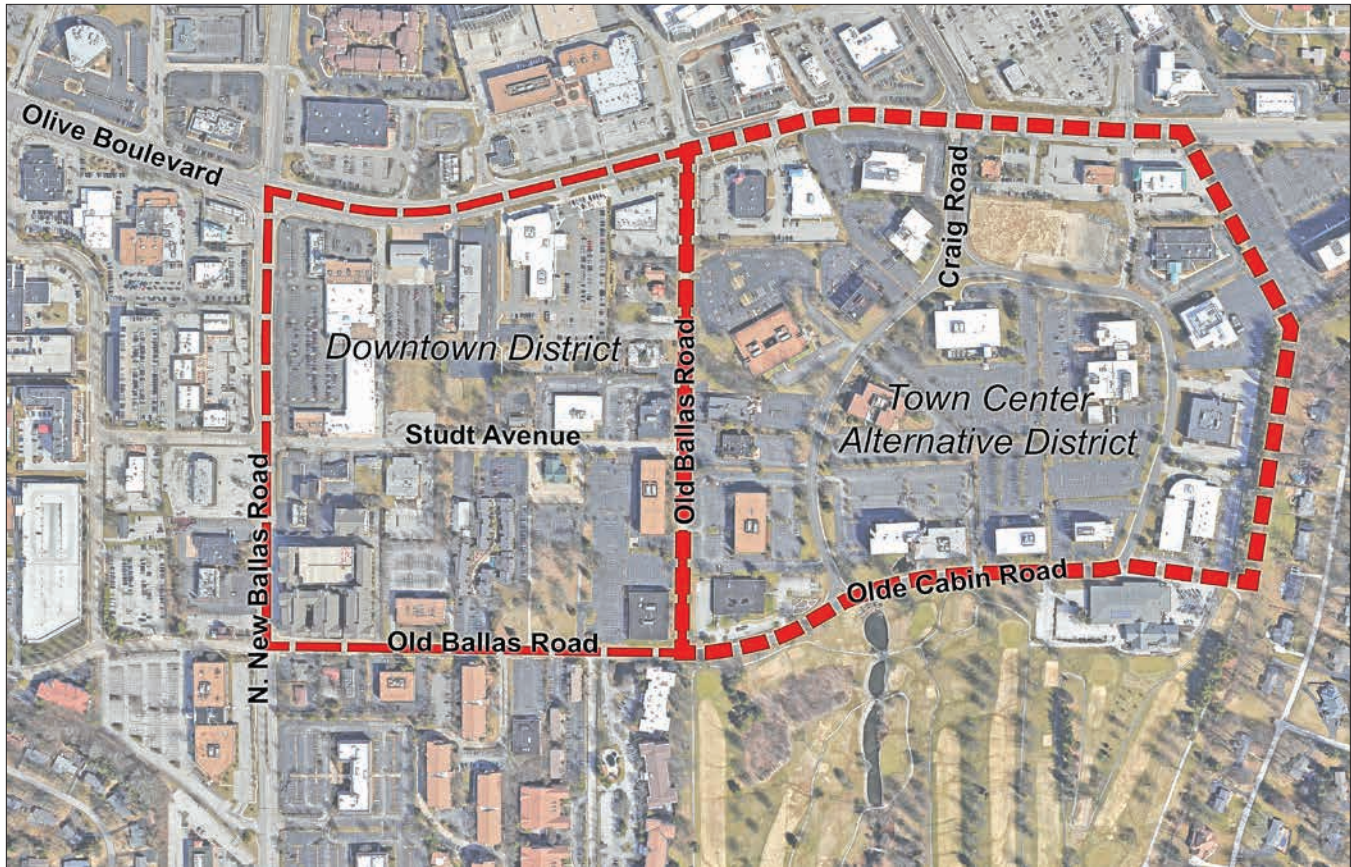
## **TREE COVERAGE STANDARDS**

- » 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*

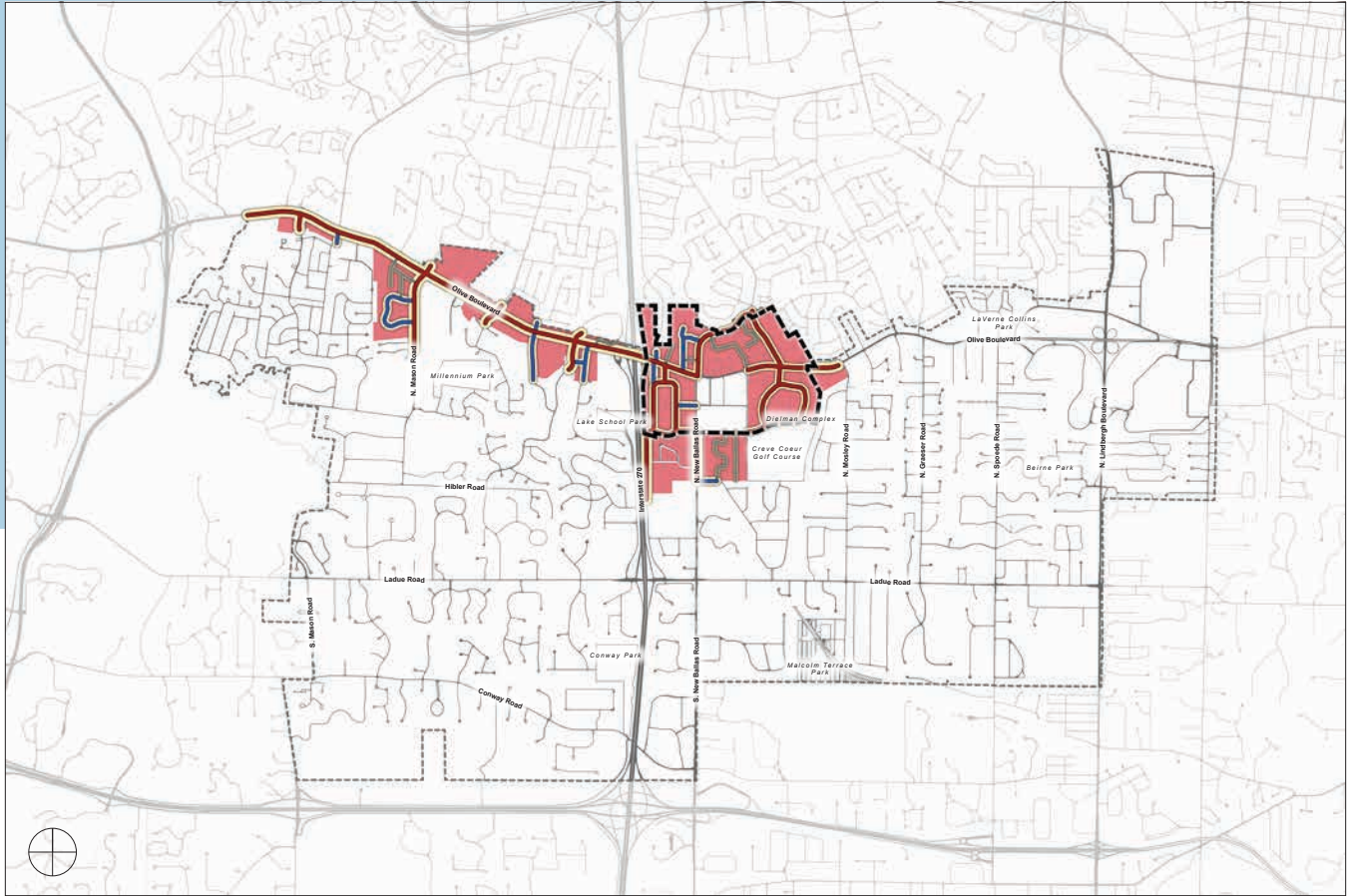
The Vision for West Olive is to create a visually-distinctive and regionally-recognized commercial corridor that improves walkable and bikeable access to retail and service businesses for the “day-to-day” use of Creve Coeur’s residents and workers.

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)



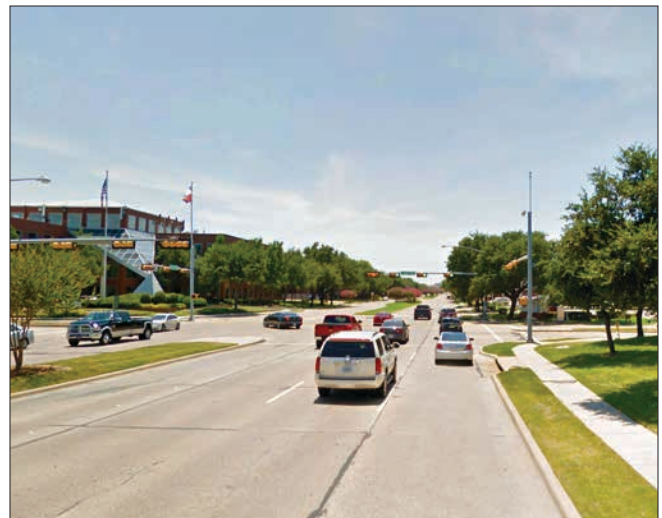
BRENTWOOD STATION (BRENTWOOD, MISSOURI)



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, service, and office 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. As redevelopment occurs within the corridor, there may be a need to include adjacent residential properties other than those directly fronting Olive Boulevard to provide suitable building sites and to afford appropriate buffering from adjoining residential properties. Requests for such expansion of non-single family uses should be carefully reviewed to ensure the continued use of residential neighborhoods further away from the Olive Boulevard corridor. To the extent that private deed restrictions or indentures are inconsistent with this plan, the City should engage in dialogue with interested parties to seek mutually acceptable solutions consistent with this plan.

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.

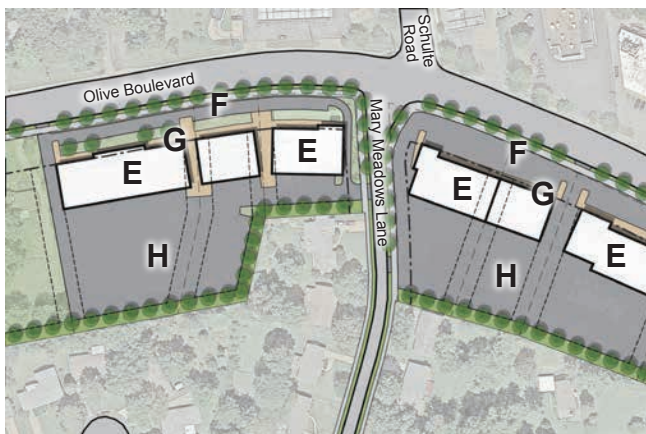


### Existing Conditions



### 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

## *Recommendations for the East Olive Corridor*

### **FRONTAGE RECOMMENDATIONS – PRIMARY STREETS**

- » Encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Primary Streets.
- » Require primary building entrances to face the Primary Street.
- » Parking can be located in front of buildings, but parking to the side or rear of buildings and in shared facilities, through the use of cross-access easements, is encouraged.
- » When parking is located in front of buildings, a consistent zone of pedestrian amenities (i.e. a sidewalk, landscaping, trees, and pedestrian lighting) must be provided along the front facade of each building to create a “second tier” private sidewalk along the building, break up parking facilities, support active uses, and provide a buffer zone between parking and buildings.
- » Develop consistent landscaping standards along Olive Boulevard with street trees, lighting, and pedestrian amenities.
- » Encourage outdoor dining and retail site amenities.

### **FRONTAGE RECOMMENDATIONS – SECONDARY STREETS**

- » Encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Secondary Streets.
- » Encourage side-lot and rear lot parking frontages and parking lots.
- » Encourage outdoor dining and retail site amenities.

### **SIGNAGE RECOMMENDATIONS – PRIMARY & SECONDARY STREETS**

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

## 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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## 6

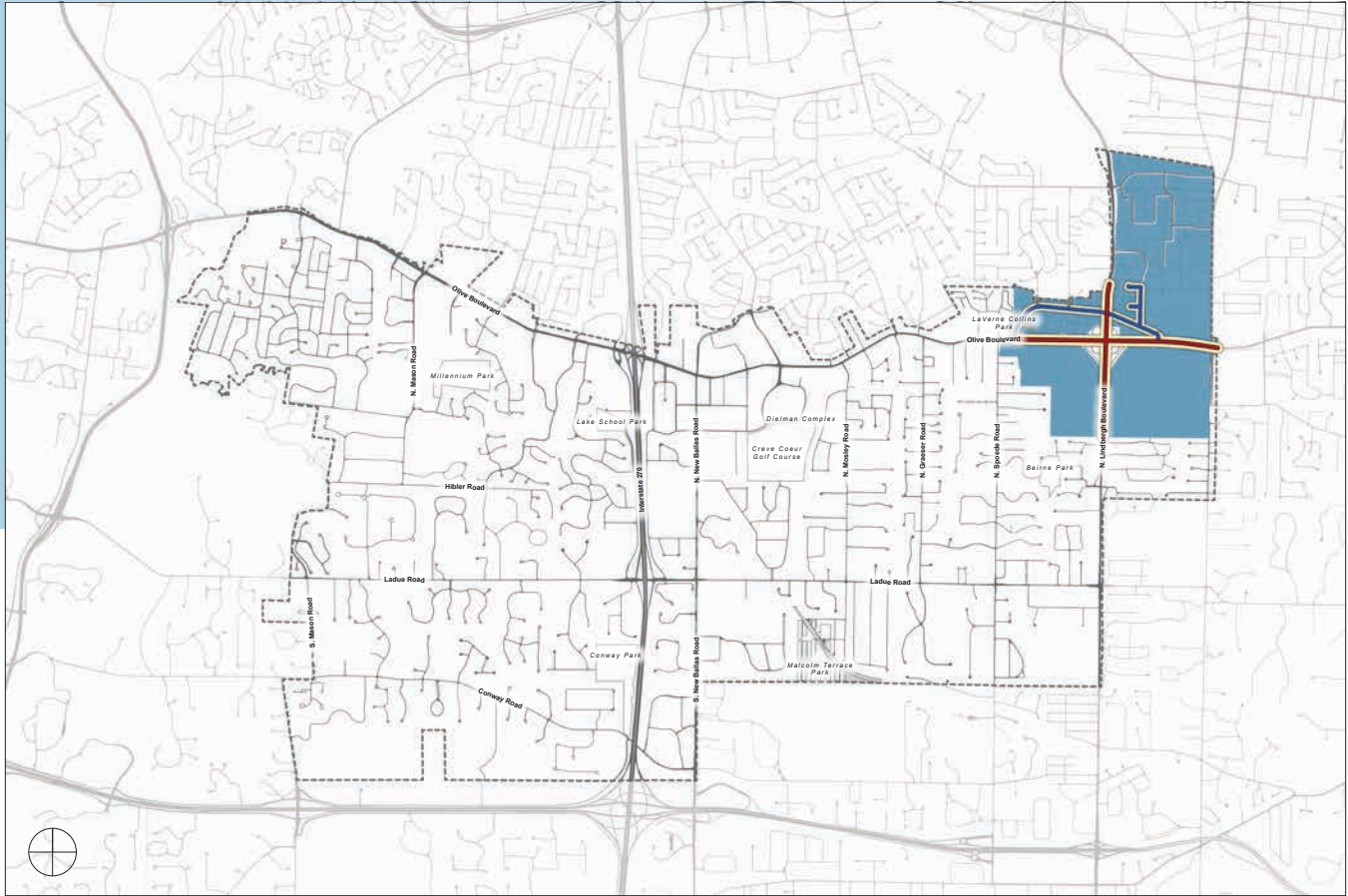
*Mixed-Use Innovation Campus District*

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*

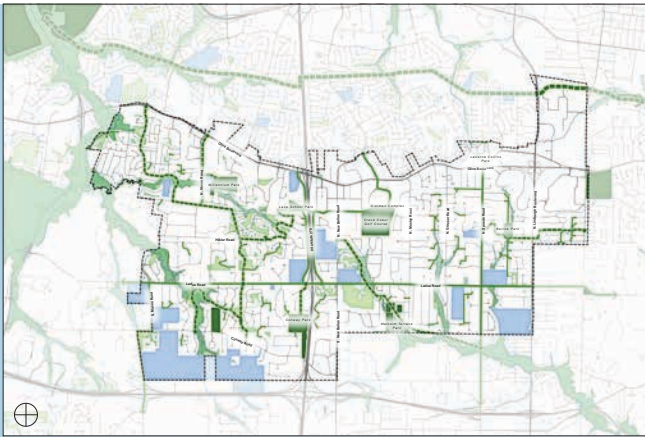
While much of Creve Coeur's identity and physical character results from private land development, the City has numerous interconnected networks of public infrastructure. City-Wide Systems recommendations include Creve Coeur's parks, streets, and public facilities.

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.

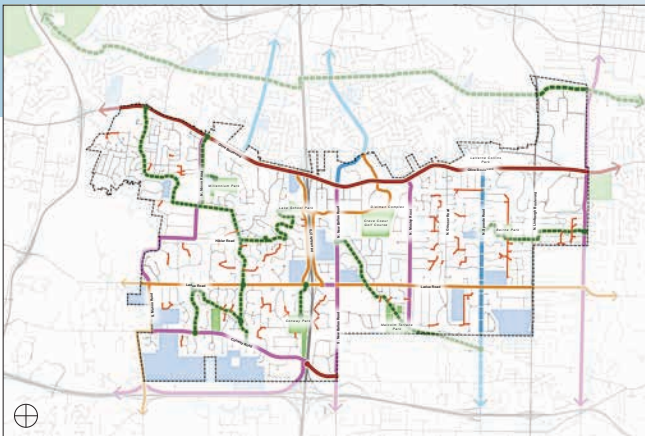
City-Wide Systems recommendations are summarized on the facing page and presented in detail on the following pages:

- » **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.



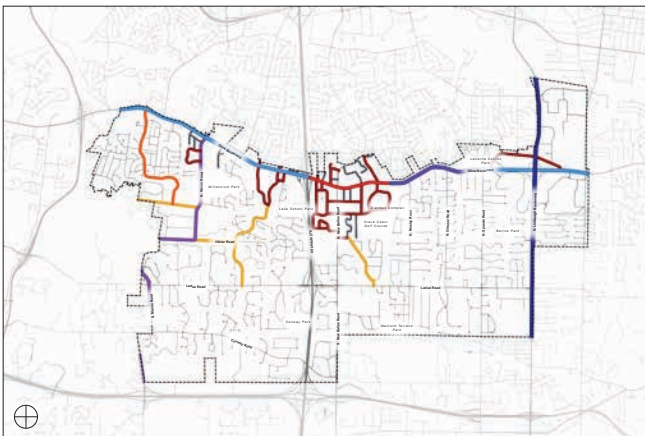
### a. Parks, Recreation & Open Space Recommendations

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.



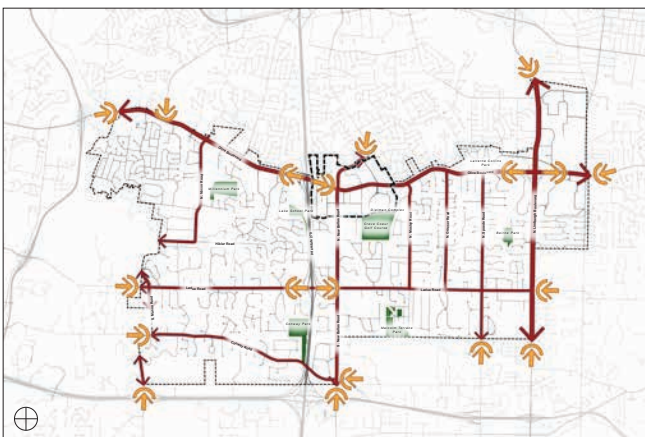
### b. Bicycle & Pedestrian Connectivity Recommendations

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.

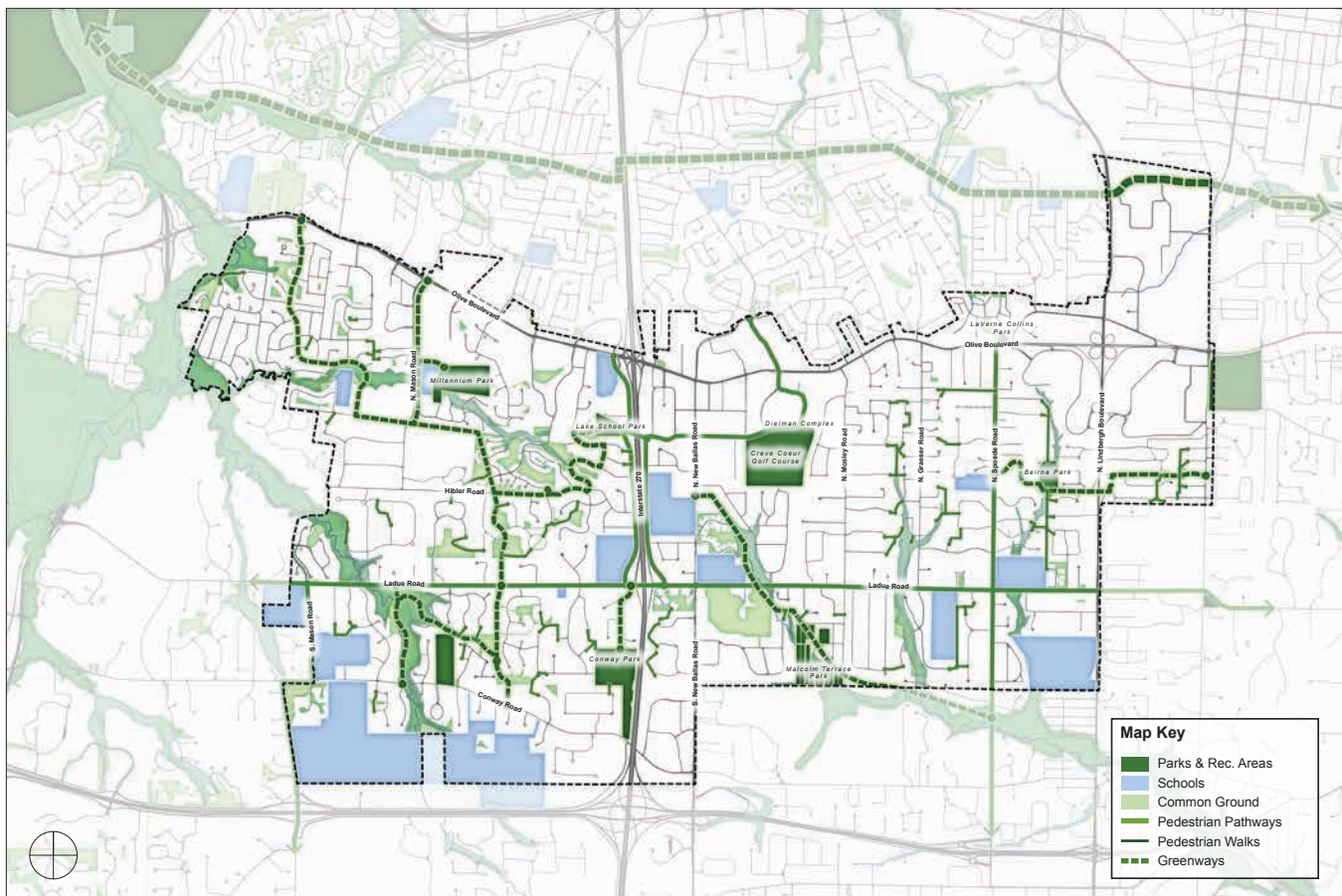
Schools and recreation areas serving Creve Coeur include:

- » 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 5<sup>th</sup> 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

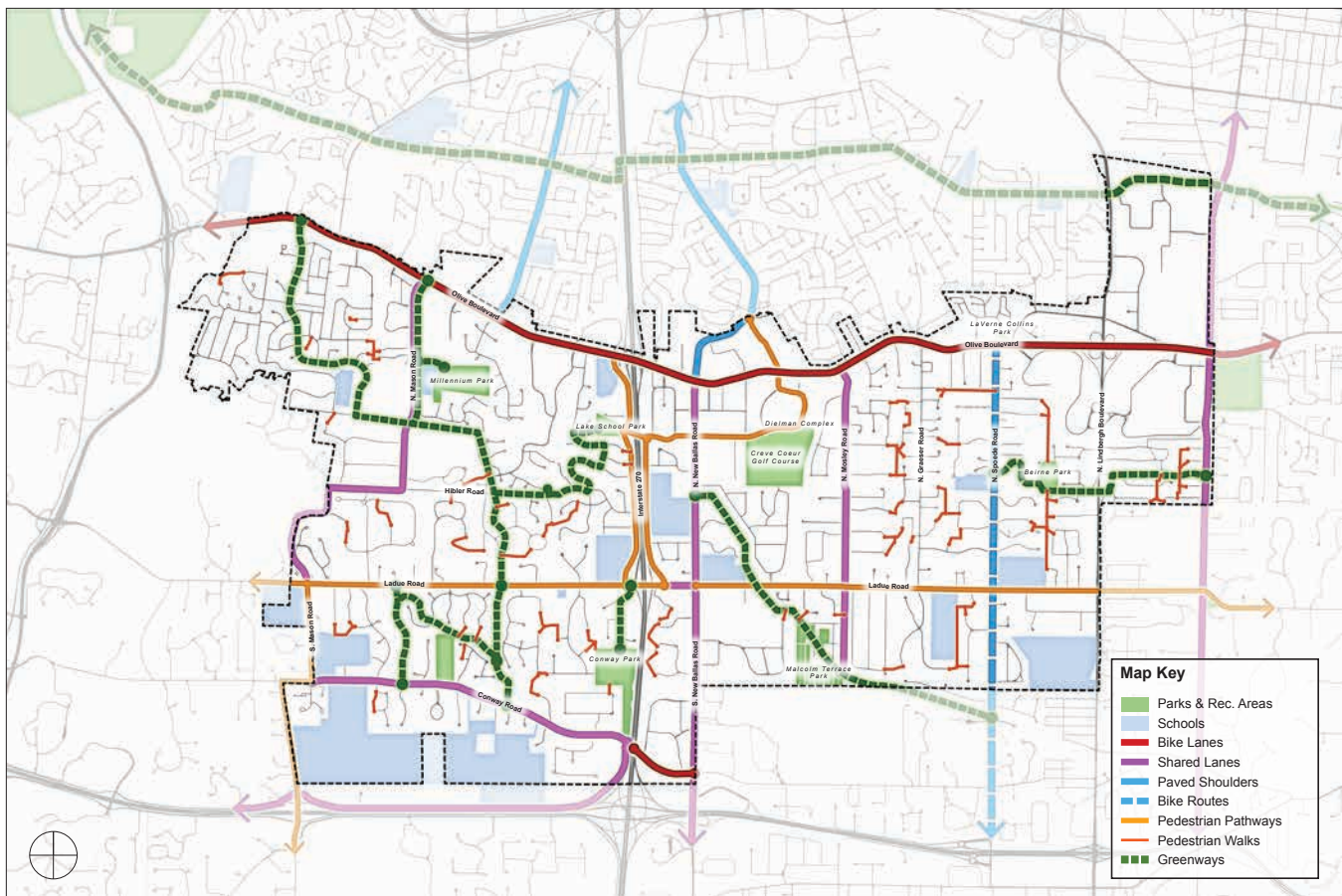
Where possible due to available road configuration or right-of-way (ROW) width, paved shoulders offer designated space for both bicycles and pedestrians while still allowing for occasional street-side parking and other vehicular uses. Streets recommended for paved shoulders include:

- » 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 Spodee 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.

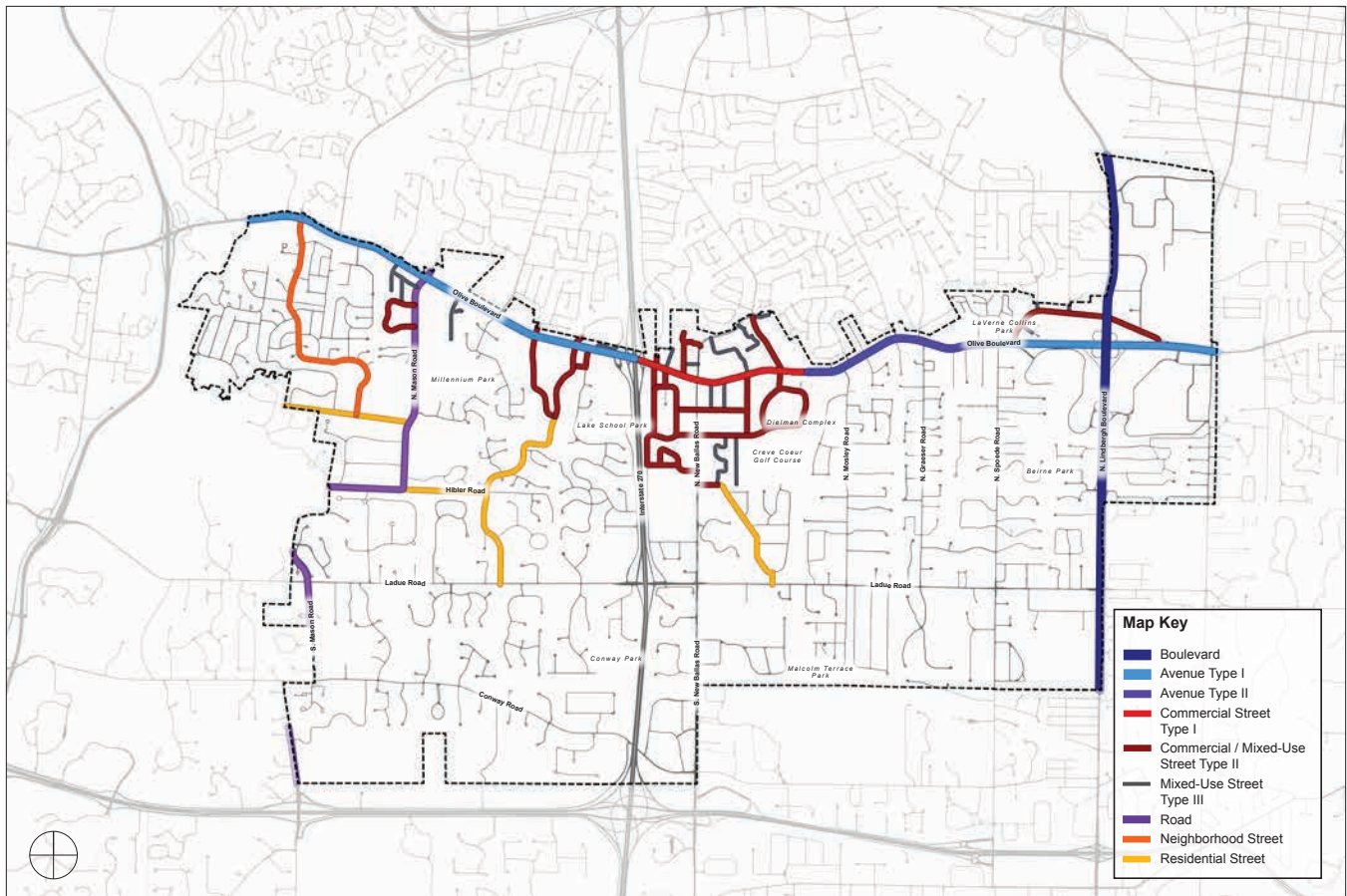
As presented herein, these recommendations do not suggest or require the wholesale reconstruction of identified streets. Rather, they establish principles for facility types and levels of service for all users, to guide improvements as needed when street repair, reconstruction, or improvements required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





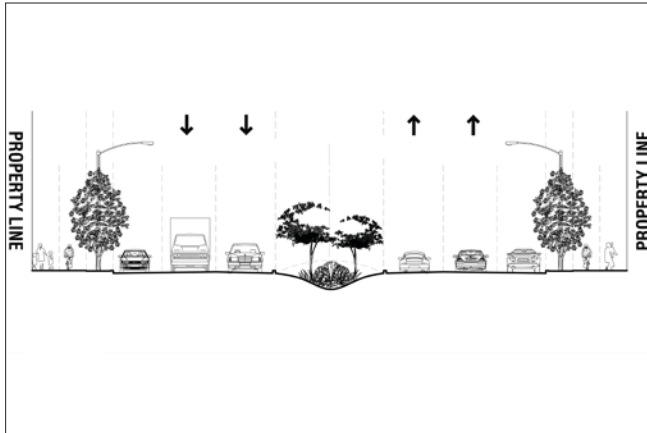
#### 4.12. STREETS RECOMMENDATIONS



5 K RUN ON N. NEW BALLAS ROAD



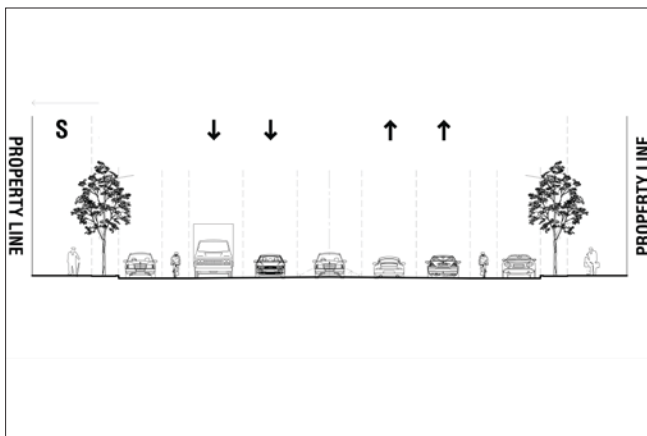
# Street Typologies



## 1. Boulevard

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

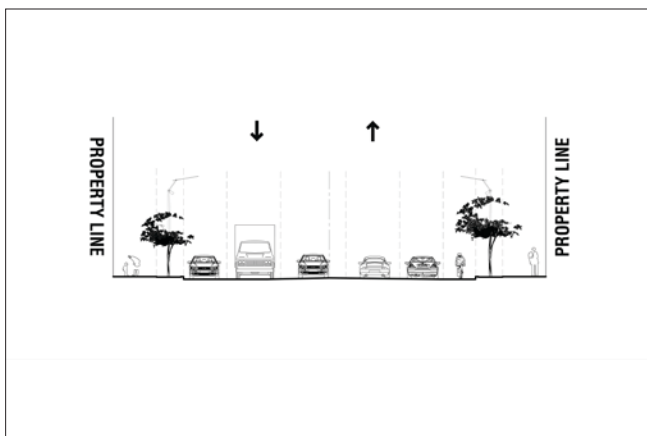
- » 4 to 6 Travel Lanes
- » Optional Parallel Parking Lane
- » Center Median (Optional Center Bioswale)
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees



## 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:

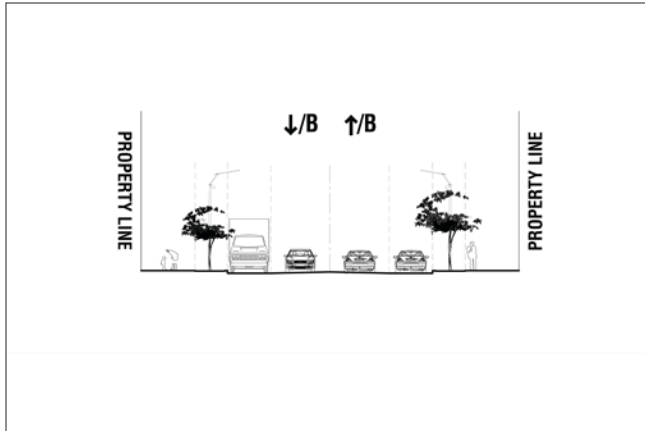
- » 4 to 6 Travel Lanes
- » Optional Parallel Parking Lane
- » Optional Center Turn Lane
- » Optional Bike Lanes (Both Sides)
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees



## 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:

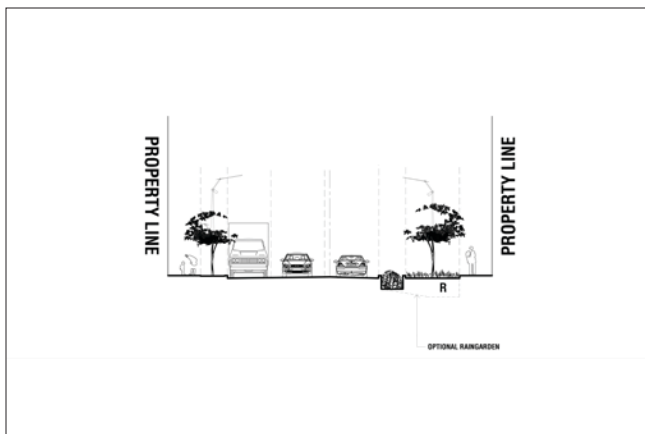
- » 4 Travel Lanes
- » Optional Parallel Parking Lane
- » Optional Center Turn Lane
- » Optional Bike Lanes (Both Sides)
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees in Tree Wells



## 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:

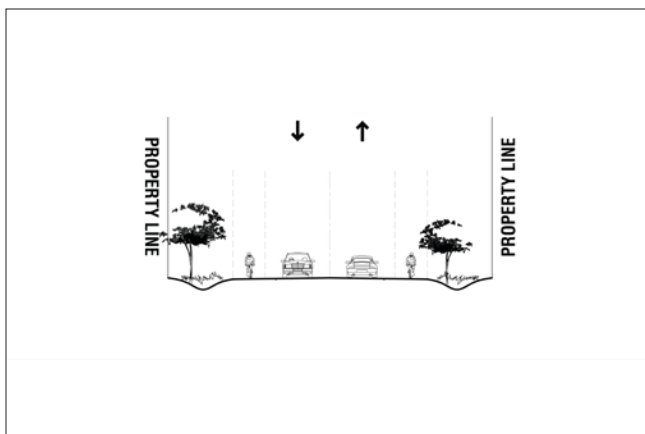
- » 2 Travel Lanes
- » Parallel Parking Lane
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees in Tree Wells



## 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)

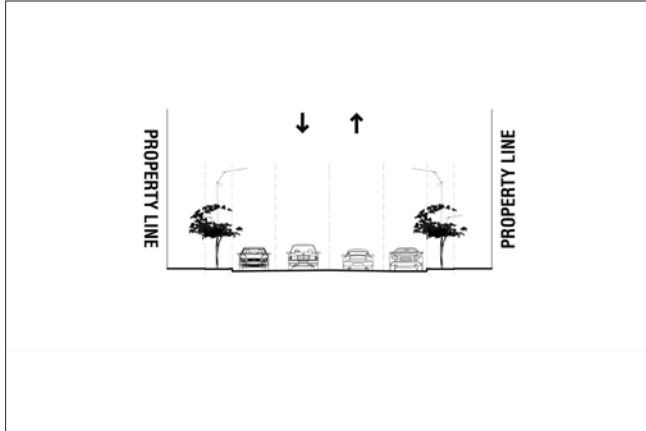


## 6. Road

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)

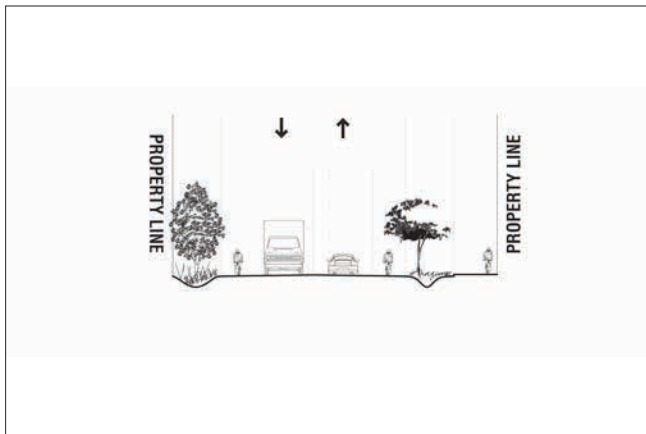
## Street Typologies



### 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**

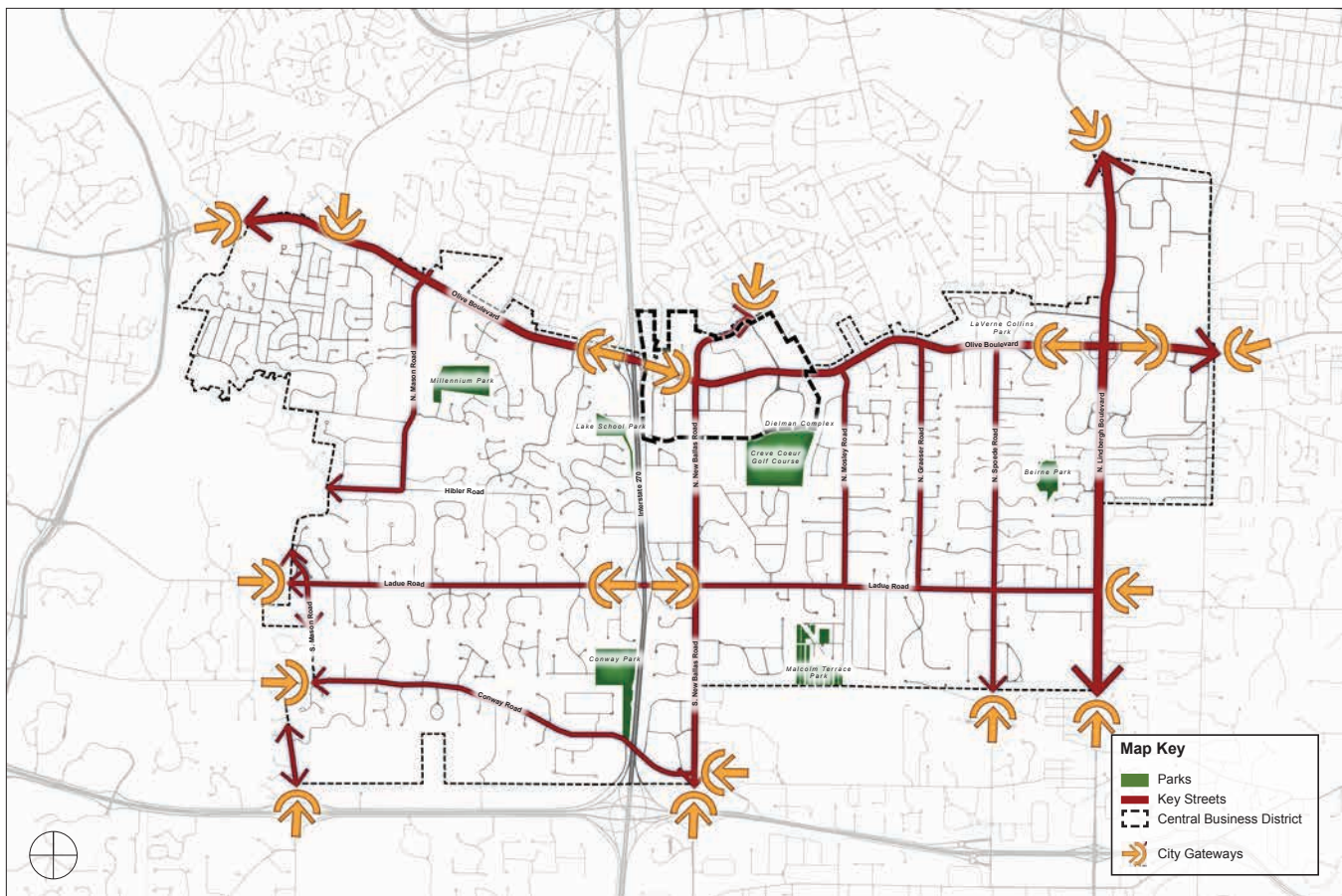
Like many communities in St. Louis County, the boundaries of Creve Coeur are generally not readily-recognizable. Implementing signature gateways on key streets is an important component in establishing the identity of Creve Coeur. Gateways are recommended to be located at:

- » 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.

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







# 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<br>Preservation | 2. Residential and<br>Neighborhood<br>Protection | 3. Community<br>Sustainability | 4. Parks, Trails &<br>Greenways | 5. A Walkable and<br>Bikable Community | 6. Traffic Congestion | 7. Housing and<br>Community Diversity | 8. Community Identity | 9. Community Facilities<br>and Amenities | 10. Effective<br>Implementation | IMPLEMENTATION<br>TIMEFRAME |
|------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|--------------------------------------------------|--------------------------------|---------------------------------|----------------------------------------|-----------------------|---------------------------------------|-----------------------|------------------------------------------|---------------------------------|-----------------------------|
| <b>1. Placemaking &amp; Community Identity</b> |                                                                                                                                                                                         |                             |                                                  |                                |                                 |                                        |                       |                                       |                       |                                          |                                 |                             |
| 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 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------------------|-----------------------------|------------------------------|-------------------------------------|-----------------------|------------------------------------|-----------------------|---------------------------------------|------------------------------|--------------------------|
| <b>2. Residential Development &amp; Preservation</b>                                                                                                                                                |                          |                                            |                             |                              |                                     |                       |                                    |                       |                                       |                              |                          |
| 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 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------------------|-----------------------------|------------------------------|-------------------------------------|-----------------------|------------------------------------|-----------------------|---------------------------------------|------------------------------|--------------------------|
| <b>2. Residential Development &amp; Preservation (Continued)</b>                                                                                                         |                          |                                            |                             |                              |                                     |                       |                                    |                       |                                       |                              |                          |
| 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.                                                                                        |                          |                                            |                             |                              |                                     |                       |                                    |                       |                                       |                              |                          |
| <b>3. Economic Growth &amp; Community Services</b>                                                                                                                       |                          |                                            |                             |                              |                                     |                       |                                    |                       |                                       |                              |                          |
| 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 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------------------|-----------------------------|------------------------------|-------------------------------------|-----------------------|------------------------------------|-----------------------|---------------------------------------|------------------------------|--------------------------|
| <b>3. Economic Growth &amp; Community Services (Continued)</b>                                                                                                                                                                                                                                                          |                          |                                            |                             |                              |                                     |                       |                                    |                       |                                       |                              |                          |
| 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)
- Secondary Action & Effect
- Medium-Term Implementation Action (5-10 Years)
- Indirect Effect
- 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 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------------------|-----------------------------|------------------------------|-------------------------------------|-----------------------|------------------------------------|-----------------------|---------------------------------------|------------------------------|--------------------------|
| <b>4. Community Amenities &amp; Facilities</b>                                                                                                                                                                                                        |                          |                                            |                             |                              |                                     |                       |                                    |                       |                                       |                              |                          |
| 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 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------------------|-----------------------------|------------------------------|-------------------------------------|-----------------------|------------------------------------|-----------------------|---------------------------------------|------------------------------|--------------------------|
| <b>5. Parks, Open Space &amp; Environment</b>                                                                                                                                                                                                       |                          |                                            |                             |                              |                                     |                       |                                    |                       |                                       |                              |                          |
| 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 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------------------|-----------------------------|------------------------------|-------------------------------------|-----------------------|------------------------------------|-----------------------|---------------------------------------|------------------------------|--------------------------|
| <b>6. Transportation, Connectivity &amp; Mobility (Continued)</b>                                                                                                                                      |                          |                                            |                             |                              |                                     |                       |                                    |                       |                                       |                              |                          |
| 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. |                          |                                            |                             |                              |                                     |                       |                                    |                       |                                       |                              |                          |
| <b>7. Community Sustainability &amp; Resilience</b>                                                                                                                                                    |                          |                                            |                             |                              |                                     |                       |                                    |                       |                                       |                              |                          |
| 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 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------------------|-----------------------------|------------------------------|-------------------------------------|-----------------------|------------------------------------|-----------------------|---------------------------------------|------------------------------|--------------------------|
| <b>7. Community Sustainability &amp; Resilience (Continued)</b>                                                                                                                                                                                                        |                          |                                            |                             |                              |                                     |                       |                                    |                       |                                       |                              |                          |
| 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**

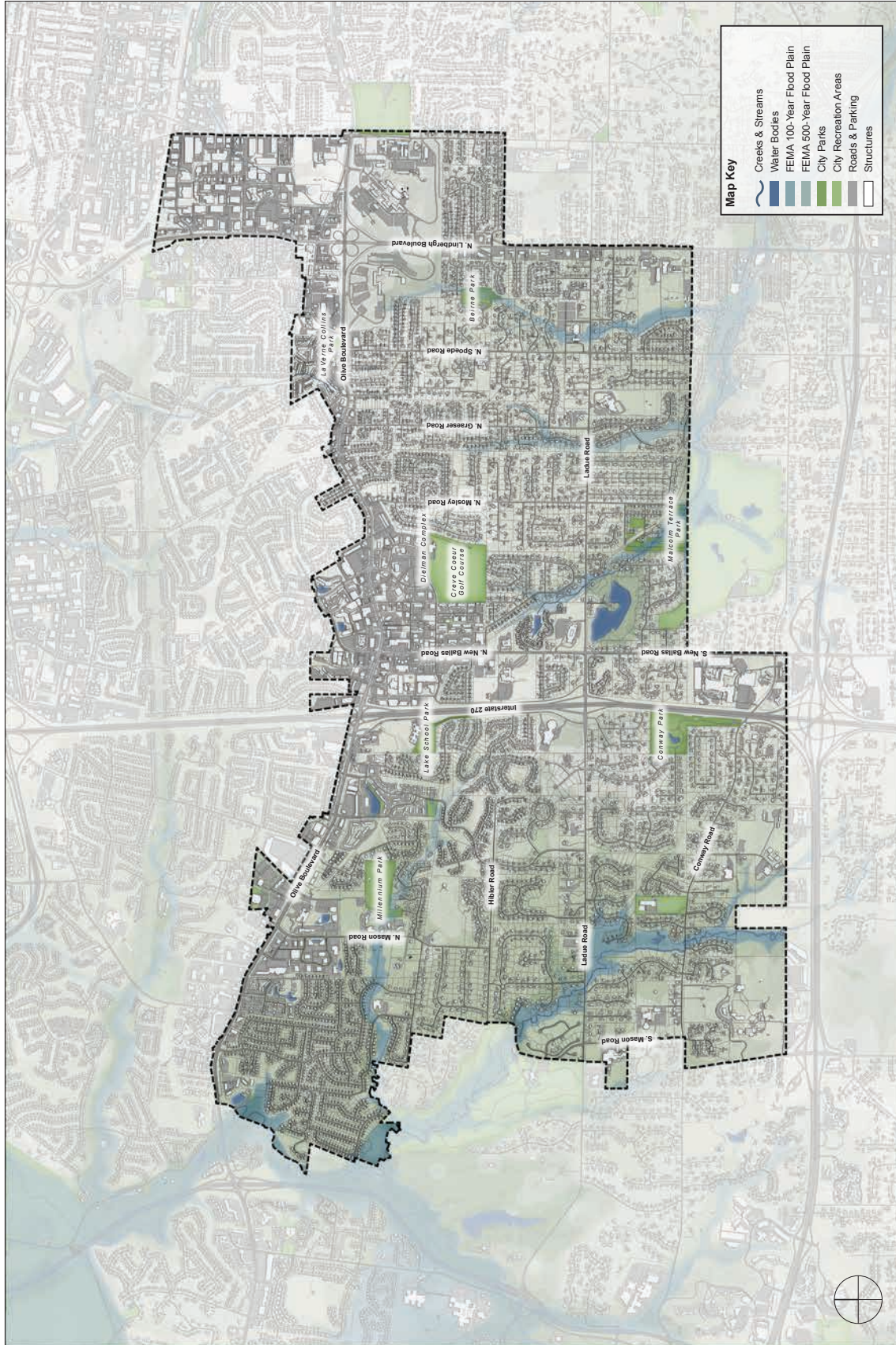
- Primary Action & Effect
- Short-Term Implementation Action (0-5 Years)
- Secondary Action & Effect
- Medium-Term Implementation Action (5-10 Years)
- Indirect Effect
- Long-Term Implementation Action (10+ Years)



A

## **APPENDIX A: PLAN MAPS**

## Plan Maps



### A.1. CREVE COEUR BASE MAP

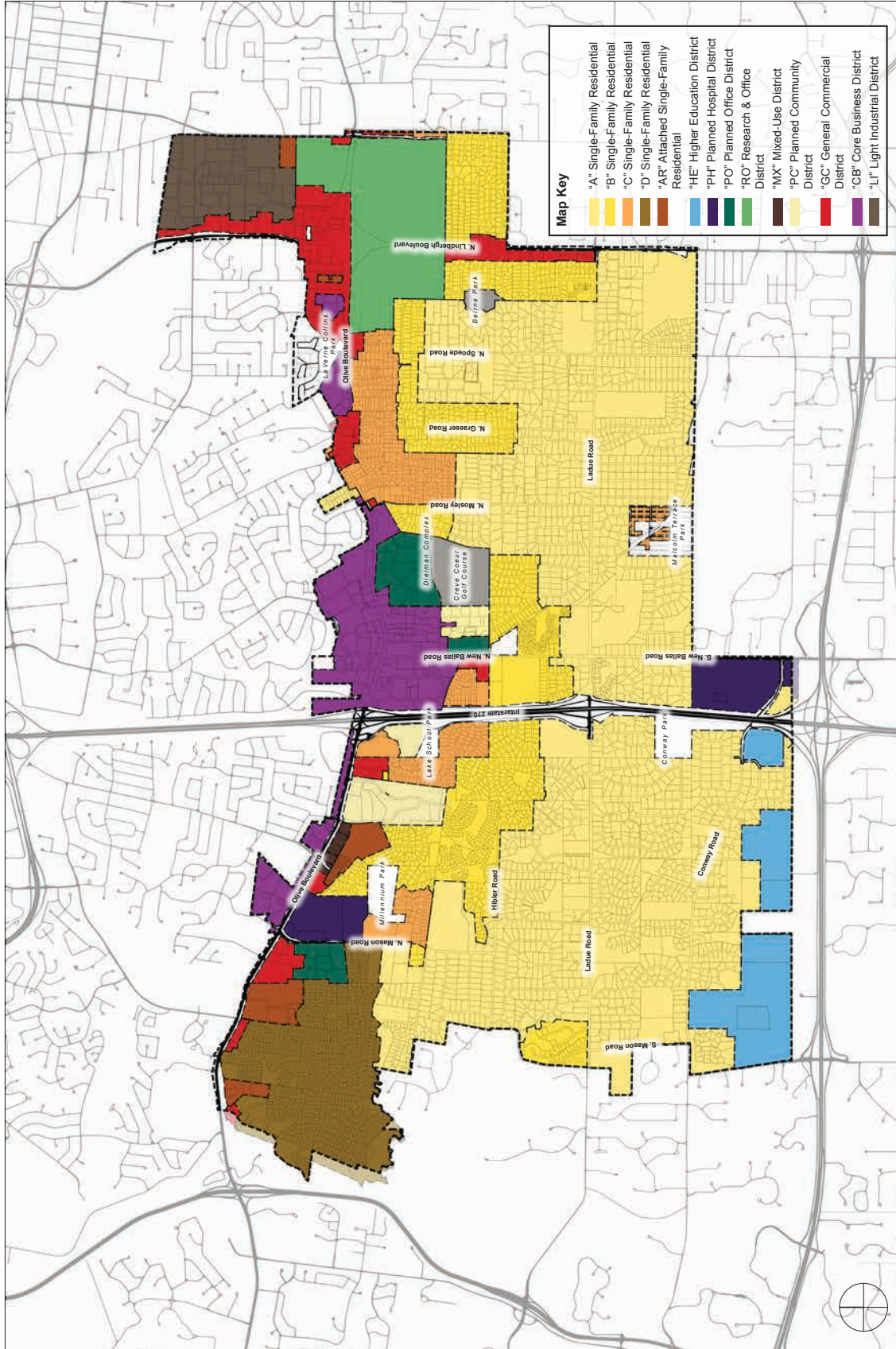
Attachment: CreveCoeur2030\_FINAL-DRAFT\_2017-03-01 (2331 : #16-028 Comp Plan Adoption)











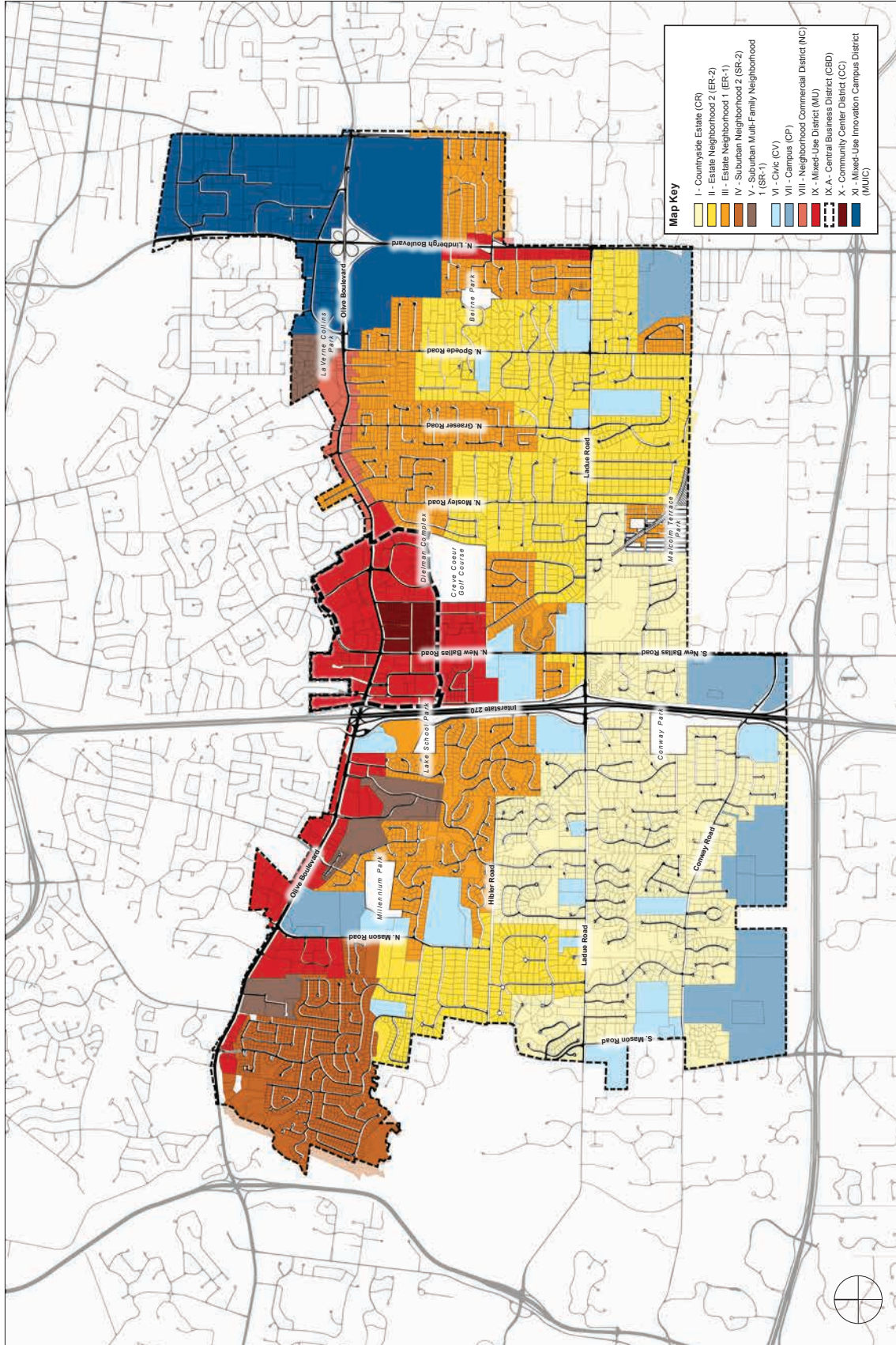
#### A.4. EXISTING ZONING DISTRICTS

## Appendix A

Attachment: CreveCoeur2030\_FINAL-DRAFT\_2017-03-01 (2331 : #16-028 Comp Plan Adoption)



## Plan Maps



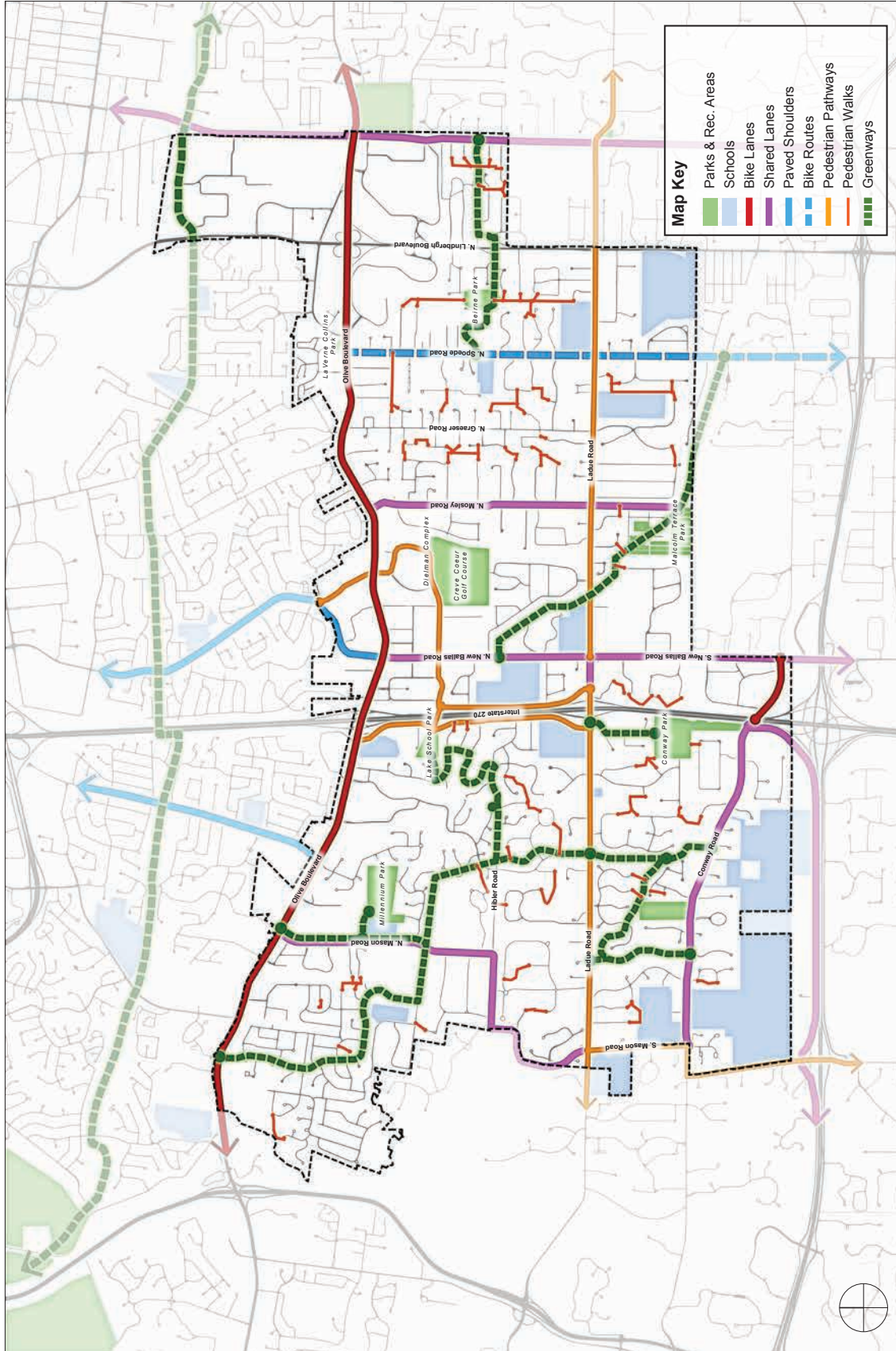
## A.5. COMMUNITY PLACE TYPE DISTRICTS

Attachment: CreveCoeur2030\_FINAL-DRAFT\_2017-03-01 (2331 : #16-028 Comp Plan Adoption)





## Plan Maps



## A.7. BICYCLE & PEDESTRIAN CONNECTIVITY RECOMMENDATIONS

Attachment: CreveCoeur2030\_FINAL-DRAFT\_2017-03-01 (2331 : #16-028 Comp Plan Adoption)



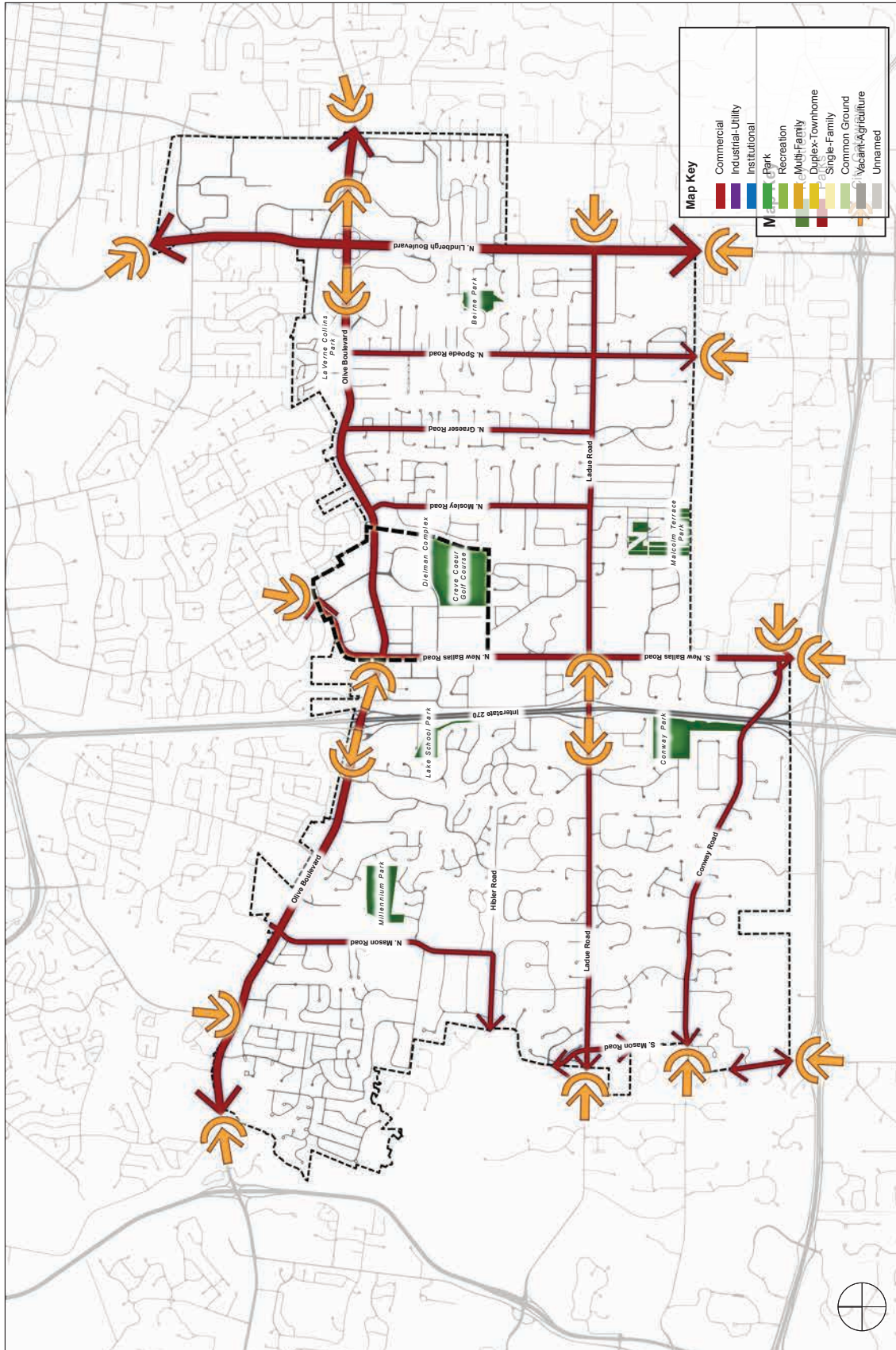


## APPENDIX A

Packet Pg. 171



# Plan Maps







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Whitney Kelly &lt;wkelly@crevecoeurmo.gov&gt;

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**regarding zoning of Larkin, 1 of 3**1 message

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**Beth ni** <shubeini@hotmail.com>

Wed, Mar 1, 2017 at 12:29 PM

To: "wkelly@ci.creve-coeur.mo.us" &lt;wkelly@ci.creve-coeur.mo.us&gt;, "jjaggi@ci.creve-coeur.mo.us" &lt;jjaggi@ci.creve-coeur.mo.us&gt;

Dear Mr Kelly and Mr. Jaggi,

Good afternoon.

My name is Shubei Ni. I live on 862 Larkin Ave.

Attached and in subsequent emails are a few pictures for beautiful houses on Larkin Ave.

As you can see, this street is not a run-down street by any means.

As a resident on Larkin Ave., I would like to make sure this street remains for residential use. Your rezoning plan will discourage potential residents or builders to come in and invest here.

Thank you very much for your attention.

Shubei Ni

862 Larkin Ave

Tel: [314-915-2738](tel:314-915-2738)

---

**2 attachments**

**IMG\_1010.JPG**  
4321K

Attachment: Public Comment received 3-1-2017 (2331 : #16-028 Comp Plan Adoption)



























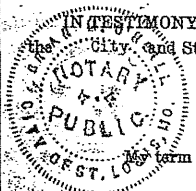








to me known to be the persons described in and who executed the foregoing instrument, and acknowledged that they executed the same as their free act and deed.



IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal in the City and State aforesaid, the day and year first above written.

*Brian M. O'Neill*  
Brian M. O'Neill Notary Public.

Filed for Record Jan 18 1957 at 1:34 P. M. Gerald J. Donworth Recorder

JANUARY 14, 1957

RESTRICTION COVENANTS FOR SONA LANE SUBDIVISION

1. In order to establish and perpetuate protective restrictions for the Sona Lane Subdivision, Jack E. Koslow, Clem Rehagen, Jr. and William Reuther, owners of record of Sona Lane Subdivision as recorded in St. Louis County on August 20, 1956, Daily No. 176, do impose the following restrictive covenants and declare them to be observed by future owners of any part of or all of the Sona Lane Subdivision and buildings thereon.

2. BOARD OF TRUSTEES

A Board of Trustees hereby established. The board of Trustees shall consist of the following named people:

Jack E. Koslow - 8624 Old Bonhomme, Univ. City, Mo.  
Wm. Reuther - Conway Road, Westwood, Mo.  
Clem Rehagen, Jr. - Creve Coeur, Mo.  
David S. Turken - 545 Purdue, Univ. City, Mo.

A majority of the committee may designate a representative to act for it. In the event of death or resignation of any member of the board of trustees, the remaining members shall have full authority to designate a successor. Neither the members of the committee nor its designated representative shall be entitled to any compensation for services performed pursuant to this covenant.

3. At any time after the last (17th) lot is sold by the original subdivision owners, the then record owners of a majority of the lots shall have the power through a duly recorded written instrument to change the membership of the Board of Trustees or to withdraw from the Board of Trustees, or restore to it any of its powers and duties. Whether such action has taken place or not, the Trustees shall, within 60 days after the sale of the last (17th) house by the original subdivision owners, call a meeting of all owners or record of lots in Sona Lane at that time, at which meeting an election shall be held and a new Board of Trustees shall be elected by a majority of lot owners present and voting.  
Note: 9 of the 17 lot owners or their representatives must be present for a valid election.
4. The committee's approval or disapproval as required in these covenants shall be by a majority thereof and in writing. In the event the committee, or its designated representative fails to approve or disapprove within 30 days after plans, specifications, intentions or proposed action have been submitted to it, or, if no suit to enjoin activity has been commenced prior to the total completion thereof, approval will not be required and the related covenants shall be deemed to have been fully complied with.

- 2 -

5. POWER OF TRUSTEES:

The Board of Trustees shall have full power to enforce all covenants within this instrument. Enforcement shall be by proceedings in law or equity against any person or persons violating or attempting to violate any covenant either to restrain violation or to recover damages.

6. Invalidation of any one of these covenants by judgment or court order shall in no wise affect any of the other provisions which shall remain in full force and effect.

Attachment: Sona Lane Indentures (2331 : #16-028 Comp Plan Adoption)



7. The Board of Trustees shall have full power of approval or disapproval of any proposed building, and no building shall be erected, placed or altered on any lot until such approval of construction plans and location is obtained. No fence or wall shall be erected, placed or altered on any lot without approval of Board of Trustees.
8. The Board of Trustees shall have full power to levy an assessment of lot owners for street and gate maintenance, said levy not to exceed \$25.00 in any one year. This power shall remain in effect until such time as the City of Creve Coeur approves dedication of said street to public use and accept it.
9. Dedication of said street to public use shall be made by the Board of Trustees upon a majority vote of all lot owners of record at time of polling. Board of Trustees shall conduct such poll if and when they desire. They shall have power to levy assessment for any purpose over and above the \$25.00 upon a written approval by 3/4 of property owners.
10. The Board of Trustees shall have full power of approval of all sales of houses in the Sona Lane Subdivision..
11. USE OF LAND AND BUILDING TYPE  
No lot shall be used except for residential purposes and for residential purposes only. No building shall be erected, altered or placed or permitted to remain on any lot other than one detached single family dwelling, not to exceed one story in height and a private carport or garage.
12. SIZE  
The ground floor area of main structure exclusive of carports and garages, shall be not less than 1100 square feet.

- 3 -

13. BUILDING LOCATION  
No building shall be located on any lot nearer to the front lot line or nearer to the side street line than the minimum building setback line shown on the recorded plat.
14. No building shall be located nearer than 10 feet to an interior lot line.
15. No dwelling shall be located on any interior lot nearer than 20 feet to the rear lot line.
16. For the purposes of this covenant, eaves, steps and open porches, carport and garage shall be considered as part of a building, except on lot #17, where the eaves, steps, and open porches shall not be considered part of the building.
17. LIVESTOCK AND POULTRY  
No animals, livestock or poultry of any kind shall be raised, bred or kept on any lot, except that dogs, cats or other household pets may be kept, provided that they are not kept, bred or maintained for any commercial purpose.
18. GARBAGE AND REFUSE DISPOSAL  
No lot shall be used or maintained as a dumping ground for rubbish. Trash, garbage or other waste shall not be kept except in sanitary containers. All incinerators or other equipment for the storage or disposal of such material shall be kept in a clean and sanitary condition and shall be kept in rear of house.
19. EASEMENTS  
Easements for installation and maintenance of utilities and drainage facilities are reserved as shown on the recorded plat and over the rear five feet of each lot.
20. NUISANCES  
No noxious or offensive activity shall be carried on upon any lot, nor shall anything be done thereon which may be or may become an annoyance or nuisance to the neighborhood.
21. TEMPORARY STRUCTURE  
No structure of a temporary character, trailer, basement, tent, shack, garage, barn, or other outbuildings shall be used on any lot at any time as a residence either temporarily or permanently.



- 4 -

22. No structure of a temporary character shall be erected for any purpose without written consent of the Board of Trustees.

23. TERMS OF COVENANTS

These covenants are to run with the land and shall be binding on all parties and all persons claiming under them for twenty-five years from the date these covenants are recorded, after which time said covenants shall be automatically extended for successive periods of ten years unless an instrument signed by a majority of the then owners of the lots has been recorded, agreeing to change said covenants in whole or in part.

*Clem Rehagen Jr.*  
*Wm Reuther*  
*Jack E Koslow*

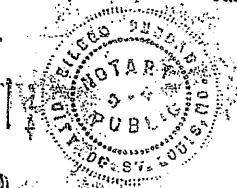
State of Missouri,  
 City of St. Louis.

On this 14th day of January 19 57

before me personally appeared. Jack E. Koslow, Clem Rehagen, Jr. and Wm. Reuther,  
 and  
 to me known to be the persons described in, and who executed the foregoing instrument, and acknowledged that they executed the same as their free act and deed.

In Testimony Whereof, I have hereunto set my hand and affixed my official seal at my office in the City  
 St. Louis and State aforesaid, the day and year first above written.

My term expires: July 5, 1959



*Edwin Thelan*  
 Notary Public.

Filed for Record Jan 18 1957 at 1:35 P. M. Gerald J. Donworth Recorder

Principal Note.....Secured Hereby, Legally Identified by Recorder's Endorsement on same

## Deed of Trust

This Deed, Made and entered into as of the Tenth (10th) day of  
 January nineteen hundred and Fifty-seven (1957), by and between

ERNEST DALGLIESH JONES and ENID JONES, his wife,

of the County of St. Louis State of Missouri  
 parties of the first part, and FRED L. WUEST

of the County of St. Louis State of Missouri

Attachment: Sona Lane Indentures (2331 : #16-028 Comp Plan Adoption)



1637-380

noted and demand thereof. In witness whereof, the said grantors have hereunto set their hands and seals the day and year first above written.

Raymond A. Wollbrink -  
Helen E. Wollbrink -

State of Missouri } ss. On this 20th day of March, A.D. 1940, before me, Frederick H. Loecker, a Notary Public within and for said county, personally appeared Raymond A. Wollbrink and Helen E. Wollbrink, his wife, to me known to be the persons described in and who executed the foregoing instrument and acknowledged that they executed the same as their free act and deed. In testimony whereof, I have hereunto set my hand and official seal of my office in the said county and State, the day and year first above written. My commission expires August 28, 1940.

Frederick H. Loecker Notary Public within and for said county and State.  
Filed for Record Mar. 21, 1940 at 2:45 o'clock P.M. Marshall G. Donnell, Recorder of Deeds

C. Partial deed of Release Whereas, Kiefer Henley (single) by his deed of trust, dated the twelfth day of August, 1929 and recorded in the records of Deeds in and for the County of St. Louis and State of Missouri in Book 101.9 at Page 22, conveyed to title Guaranty Trust Co. (a corporation of Missouri) the property therein described, to secure to Andrew Hollweg, Jr. the payment of certain notes in said deed described and set forth, and whereas, the present owner of said property has fully paid and satisfied said deed of trust and notepaid and is justly and legally entitled to a partial release of said deed of trust, therefore, the undersigned, H. B. O'Reilly, assignee of Andrew Hollweg, Jr., party of the first part, present holder and legal owner of said deed of trust and notepaid, hereby giving Release and Quitclaim unto the said Kiefer Henley and to present owner of said property, party of the second part, out of the real estate in said deed of trust described and situated in the County of St. Louis and State of Missouri, to wit: the tract of 5.15 acres of more or less, the tract 180 feet of lot 2 and the land 18.70 feet of more or less, of lot 3 of Block 3, Addition on per feet and 13.0 feet to the house county records TO HAVE AND TO HOLD the same, with all the appurtenances thereto belonging unto the said party of the second part, free, clear and discharged from the encumbrances of said deed of trust and notepaid, in witness whereof, the party of the first part has executed this deed this 21st day of March, 1940.

H. B. O'Reilly

State of Missouri } ss. On this 21st day of March, 1940, before me personally Kiefer Henley appeared H. B. O'Reilly, assignee of Andrew Hollweg, Jr., to me known to be the person described in, and who executed the foregoing instrument, and acknowledged that he executed the same as his free act and deed. In testimony whereof, I have hereunto set my hand and official seal of my office in the city and State aforesaid, the day and year first above written. My term of office expires November 3rd, 1943.

Filed for Record Mar. 22, 1940 at 9:45 o'clock A.M. Marshall G. Donnell, Recorder of Deeds  
H. B. O'Reilly Notary Public

Handwritten notes at the bottom of the page, mostly illegible due to blurring and bleed-through.

Attachment: Olive Crest Deed Restrictions (2331 : #16-028 Comp Plan Adoption)



381

# TO HAVE AND TO HOLD

[illegible]

Field grown Mar 22, 1940 at 9<sup>1/2</sup> miles N. Kullyg. Summit - base of peak.

General Warranty deed this 22nd day of March and entered into this twenty first day of March nineteen hundred and forty by and between August Lang and Marguerite B. Lang his wife of the city of St. Louis State of Missouri parties of the first part and Harold Kachene and Wilfred Kachy his wife of the county of St. Louis State of Missouri parties of the second part with intent that the said parties of the first part for and in consideration of the sum of Five Dollars paid by the said parties of the second part, the receipt of which is hereby acknowledged, solely by these presents grant, bargain and sell convey and confirm unto the said part - of the second part, the full owning described real estate situated in the county of St. Louis and State of Missouri to wit: Northern 41.30 feet of Western one hundred and eight feet of lot Two and between 18.70 feet of Western one hundred and eighty feet of lot Three of Block crest first addition on project Book 13 Page 52 of St. Louis county record starting fifty feet on the East line of Denver Avenue by a depth extending of one hundred and eighty feet but first to following existing limitations and restrictions of said subdivision. Saloon, laughter house, dive, stable or business of any kind or other nuisance shall be erected, maintained or operated. No building shall be erected nearer than 40 feet from the East line of Denver Avenue and







38

0000 15:39 0.38

**Attachment: Olive Crest Deed Restrictions (2331 : #16-028 Comp Plan Adoption)**

The City of St. Louis State of Missouri parties of the second part, witnesseth, that the said party of the first part for and in consideration of the sum of five Dollars paid by the said parties of the second part, the receipt of which is hereby acknowledged, have by these presents granted, conveyed and lawfully assigned unto the said parties of the second part, the following described Real Estate, to wit: In the County of St. Louis and State of Missouri, to wit: Lots 2-3-4-5-6 of Block First Addition to Park 13 Page 52 of St. Louis County Records; also that part of lots 1-5-8-9 hereafter conveyed to various parties to wit: Lots 13-14-15-16 & 17 of Block First Addition to Park 13 Page 52 of St. Louis County Records, except that part of lots 10-11-12 & 13 hereafter conveyed to various parties, subject to the deed of trust of record TO HAVE AND TO HOLD The same, together with the all rights and appurtenances to the same belonging unto the said parties of the second part, and to their heirs and assigns forever. The said party of the first part hereby covenants that they will be se as executors and administrators, repellers and holders in trust and holding the title to the premises unto the said parties of the second part, and to their heirs and assigns forever against the charge claim or demand of any person whatsoever, respecting, bearing, the general tax levied in the year 1940 and thereafter and the special taxes becoming a lien on the land of the said parties of the second part, who are joint parties hereto, hereby vested these presents to the said parties of the first part.

[illegible]

e. 21. Haral Veranty and this deed made and entered into this twenty first  
 day of March nineteen hundred and forty by and between Augustus Long  
 and Marguerite B. Long his wife of the city of St. Louis State of Missouri  
 parties of the first part, and Harold Kuhl and Wilfred Kach, his wife of the  
 county of St. Louis State of Missouri parties of the second part, witnesseth  
 that the said parties of the first part, for and in consideration of the  
 sum of five dollars paid by the said parties of the second part, the receipt  
 of which is hereby acknowledged, do hereby these presents grant, bargain and  
 sell, convey and confirm unto the said part - of the second part, the fol-  
 lowing described Real Estate situated in the county of St. Louis and State  
 of Missouri to wit: Northern 41.30 feet of Water one hundred and eighty  
 feet of lot two and Southern 18.70 feet of Water one hundred and eighty  
 feet of lot three of River crest first addition on page 13 Page  
 52 of St. Louis County Record fronting fifty feet on the East line of  
 Deaver Avenue by a depth Extension of one hundred and eighty feet sub-  
 ject to the following existing limitations and restrictions of the Board of  
 Public Health, namely, liquor sale a business of any kind or other other  
 use shall be erected, maintained or operated on the building and the  
 lot. A nearer than 40 feet from the East line of Deaver Avenue and



of the City of Saint Louis, State of Missouri, party of the second part, It is hereby acknowledged that the said parties of the first part, for and in consideration of the sum of One Hundred Dollars (\$100.00), and other valuable considerations paid by the said party of the second part, the receipt of which is hereby acknowledged, do by these presents Grant, Bargain and Sell, Convey and Confirm unto the said party of the second part, the following described Real Estate, situated in the County of St. Louis, and State of Missouri, to-wit: Lot 13 in Block 10 of Montclair Park, a subdivision in said City of St. Louis, as shown on Plat Book 16, Page 36, of the St. Louis County records, fronting 65 feet on the west line of Ridgemoor Drive (formerly Clayton Terrace). Together with all improvements thereon, including the residence known as House 1, Ridgemoor Drive. Subject to easements, conditions, restrictions, building lines, covenants, reservations and limitations of record. TO HAVE AND TO HOLD the same, together with all rights and appurtenances to the same belonging, unto the said party of the second part, and to her heirs and assigns forever. The said parties of the first part hereby covenanting, that they and their heirs, executors and administrators, shall and will Warrant and Defend the title to the premises unto the said party of the second part, and to her heirs and assigns forever against the lawful claims of all persons whomsoever, excepting, however, the general taxes for the calendar year 1944 and thereafter, the special taxes and the trustees' assessments becoming a lien on the date of this deed, and the easements, conditions, restrictions, building lines, covenants, reservations and limitations of record. In Witness Whereof, the said parties of the first part have executed these presents the day and year first above written.

Witness my hand and the seal of said County and State at St. Louis, Missouri, this 24th day of April, 1944. Before me personally appeared F. Arthur Kehl and Eleanor M. Kehl, his wife, to whom to be the parties of the first part, and they acknowledged the foregoing instrument, and acknowledged that they executed the same as their free act and deed. In Testimony Whereof, I have hereunto set my hand and official seal in the County and State aforesaid, the day and year first above written. My term expires May 1, 1945. Evelyn M. Marlow, Notary Public, Commission Expires Sept. 27, 1945. Filed for record Apr. 24, 1944 at 11:47 A.M. Gerald J. Donworth, Recorder of Deeds.

Quitclaim Deed This Deed, made and entered into this 22nd day of July, 1943, by and between Harry A. Hamilton, of the City of St. Louis and State of Missouri, Trustee for Spencer H. Robinson, under the Will of the late George R. Robinson of the County of St. Louis, State of Missouri, party of the first part, and Spencer H. Robinson, of the County of St. Louis and State of Missouri, party of the second part, It is hereby acknowledged that, Whereas, George R. Robinson, a resident of the County of St. Louis, State of Missouri, died on or about the 29th day of June, 1929, leaving a last will and Testament, duly filed and admitted to probate in the Probate Court of the County of St. Louis, State of Missouri, and Whereas, by the Paragraph or Subdivision of said will designated "Ditch," the said George R. Robinson did name his wife, Elsie H. Robinson, Louis F. Booth, and Harry A. Hamilton trustees for his son, Spencer Robinson and did bequeath to said trustees the sum of \$40,000.00, and Whereas, said trustees received from the estate of George R. Robinson, deceased, assets of the value of \$40,000.00, and did manage and control the same as trustees until on or about the 17th day of October, 1937, and Whereas, on the date last aforesaid, found October 17, 1937, Elsie H. Robinson and Louis F. Booth did resign as trustees of the aforesaid trust created for Spencer Robinson, and Whereas, the undersigned became and continued to manage and control the trust estate as sole remaining trustee since October 17, 1937, and Whereas, the party of the first part as such sole remaining trustee invested a part of the trust fund in the real estate hereinafter described, and said real estate was conveyed to the party of the first part by warranty deed dated the 22nd day of May, 1940, duly executed by Harold B. Jungmann and Minnette B. Jungmann, his wife, said deed being duly recorded in the office of the Recorder of Deeds of the County of St. Louis and State of Missouri, and duly filed of record in Book 1652, page 472, and Whereas, according to the terms of the will devised by the last will and Testament of George R. Robinson, deceased, the trustee

Witness my hand and the seal of said County and State at St. Louis, Missouri, this 24th day of April, 1944. Before me personally appeared F. Arthur Kehl and Eleanor M. Kehl, his wife, to whom to be the parties of the first part, and they acknowledged the foregoing instrument, and acknowledged that they executed the same as their free act and deed. In Testimony Whereof, I have hereunto set my hand and official seal in the County and State aforesaid, the day and year first above written. My term expires May 1, 1945. Evelyn M. Marlow, Notary Public, Commission Expires Sept. 27, 1945. Filed for record Apr. 24, 1944 at 11:47 A.M. Gerald J. Donworth, Recorder of Deeds.

Attachment: Olive Crest Deed Restrictions (2331 : #16-028 Comp Plan Adoption)



George Fenger, Henry C. Gable, James C. Gable & 576 Poy. 18-26  
Filed for record Apr. 24 1944 at 11:00 a.m. David J. Bennett, Recorder of Deeds

August Lang  
Marguerite B. Lang

Term expires Dec. 25/45

Filed for record Apr 24 1944 at 11<sup>23</sup> o'clock A.M. Gerald J. Donnell, Recorder of Deeds

(S) General Warranty Deed This Deed Made and entered into the at and betwixt of April one thousand and forty-four by and between F. Arthur Hebl and Eleanor M. Hebl living in the County of St. Louis State of Missouri parties of the first part and Mary Catherine Hebl



501

August Lang  
Marguerite B. Lang

General Warranty Deed This Deed, made and entered into this nineteenth day of April, nineteen hundred and forty three, by and between William L. Fuchs and Mildred Fuchs his wife of the City of St. Louis State of Missouri parties of the first part, and W. L. Fuchs Corporation, a Corporation organized and existing under the laws of the State of Missouri with its principal office in the City of St. Louis State of Missouri, party of the second part. Witnesseth, that the said parties of the first part, for and in consideration of the sum of One Dollar (\$1.00) and other valuable considerations, paid by the said party of the second part, the receipt of which is hereby acknowledged, do by these presents Grant, Bargain and sell, Convey and Confirm unto the said party of the second part, the following described Real Estate, situated in the County of St. Louis, and State of Missouri to-wit: All of



State of Missouri, v. on this 20th day of April, 1943, before me personally appeared Cella A. Riggs County of St. Louis to me known to be the person described in and who executed the foregoing instrument, and acknowledged that she executed the same as her free act and deed, and the said Cella A. Riggs further declared herself to be single and unmarried. In Testimony Whereof, I have hereunto set my hand and affixed my official seal in the County and State aforesaid, the day and year first above written. My term expires Oct. 31, 1944 Wm. Bruemmer Notary Public  
 Filed for record Apr 21 1943 at 2:32 o'clock P.M. Donald J. Donworth Recorder of Deeds

General Warranty Deed By a Corporation This Indenture, made on the 20th day of April A.D. One Thousand Nine Hundred and Forty three by and between Manchester Bank of St. Louis a corporation of the State of Missouri party of the First Part, and Charles B. Stemmerich and Hazel E. Stemmerich, his wife - parties of the second Part, Witnesseth: That the said party of the First Part, in consideration of the sum of One Hundred Dollars and other valuable considerations \$100.00, to it paid by the said parties of the second Part, the receipt of which is hereby acknowledged, do by these presents Grant, Bargain and Sell, Convey and Confirm, unto the said parties of the second Part their heirs and assigns, the following described real estate lying, being and situate in the County of St. Louis and State of Missouri, to wit: Lot 8 of Arv - Ellen Court, a subdivision in St. Louis County, Missouri, according to the plat thereof recorded in Plat Book 36 Page 49 of the St. Louis County Records, together with all improvements thereon, known as and numbered 9847 Arv - Ellen Drive. TO HAVE AND TO HOLD the premises aforesaid, with all and singular the rights, privileges appurtenances and immunities thereto belonging or in any wise appertaining, unto the said parties of the second Part, and unto their heirs and assigns Forever, the said Manchester Bank of St. Louis hereby covenanting that it will warrant and defend the title to said premises unto the said parties of the second Part, and unto their heirs and assigns Forever, against the lawful claims and demands of all persons whomsoever excepting, however, the general taxes for the calendar year 1943 and thereafter, and the special taxes becoming a lien after the date of this deed. In Witness Whereof, the said party of the First Part has caused these presents to be signed by its Executive Vice President and its corporate seal hereunto affixed, the day and year first above written.  
 Manchester Bank of St. Louis  
 By Millard W. Smith  
 Executive Vice President

P.P. 800, R. L. Camp Jr. W.L. 4/20/43

State of Missouri, v. on this 20th day of April, 1943 before me appeared Millard W. Smith - City of St. Louis to me personally known, who being by me duly sworn, did say that he is the Executive Vice President of the Manchester Bank of St. Louis a corporation under the laws of Missouri, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation, and that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors; and the said Millard W. Smith acknowledged said instrument to be the free act and deed of said corporation. In Testimony Whereof, I have hereunto set my hand and affixed my official seal, at my office in St. Louis, Missouri, the day and year first above written. My term expires April 15 1944 Frank O. Riordan Notary Public City of St. Louis.  
 Filed for record Apr 21 1943 at 3:25 o'clock P.M. Donald J. Donworth Recorder of Deeds

General Warranty Deed This Deed, made and entered into this nineteenth day of April nineteen hundred and forty three by and between August Lang and Marguerite B. Lang, his wife, of the City of St. Louis State of Missouri parties of the first part, and Beatrice Ranghof (widow) of the City of St. Louis State of Missouri party of the second part. Witnesseth, that the said parties of the first part, for and in consideration of the sum of five and 00/100 dollars paid by the said party of the second part, the receipt of which is hereby acknowledged,

Cella A. Riggs  
 P.P. 825, R. L. Camp Jr. W.L. 4/21/43  
 has executed this present to the day and year first above written  
 my action upon the date of this deed and I have known the said party of the first part  
 given and for the calendar year 1943 and thereafter, and the special taxes becoming a lien after the date of this deed, I have known the said party of the first part  
 ever again. The couple claims of all persons whomsoever, excepting, however, the  
 premises unto the said parties of the second part, and to their heirs and assigns forever  
 executor and administrators, shall and will warrant and defend the title to the  
 by no means. The said party of the first part hereby covenanting that it will warrant and defend the title to the said premises unto the said parties of the second part, and to their heirs and assigns forever, against the lawful claims and demands of all persons whomsoever excepting, however, the general taxes for the calendar year 1943 and thereafter, and the special taxes becoming a lien after the date of this deed. In Witness Whereof, I have hereunto set my hand and affixed my official seal, at my office in St. Louis, Missouri, the day and year first above written. My term expires April 15 1944 Frank O. Riordan Notary Public City of St. Louis.  
 Filed for record Apr 21 1943 at 3:25 o'clock P.M. Donald J. Donworth Recorder of Deeds



and Marguerite B. Lang, his wife of the City of St. Louis, State of Missouri parties of the first part, and Jess Campbell and Marie Campbell, his wife of the City of St. Louis, State of Missouri parties of the second part. Witnesseth, that the said parties of the first part, for and in consideration of the sum of Five and no parts of a cent paid by the said parties of the second part, the receipt of which is hereby acknowledged, do hereby present to Legist. Bangum and Sell, Counsel and Confine limits the said parties of the second part, the following described real estate, situated in the County of St. Louis, and State of Missouri, to wit: The north 10' 9 5/8" lot 17 and the south 49' 3 3/8" lot 16 of Chas. Crest 1<sup>st</sup> Addition w and division in St. Louis County, Missouri, according to the plat thereof recorded in Plat Book 13, Page 52, of the St. Louis County Records, fronting 60 feet on the western line of "Heaner" Land by a depth westwardly between parallel lines of 35.0 feet and bounded south by the property of Fay Gallagher. Subject to the following restrictions: No drams shop, saloon, slaughter house, live stock or business of any kind or other nuisance shall be erected, maintained or operated. No building shall be erected nearer than 40 feet from the western line of "Heaner" Land. No building shall be erected 5 feet from either side lot line. No building shall be erected on said premises of which the ground floor square foot area is less than 1000 square feet. No barn, shed or out building shall be erected or maintained nearer than 20 feet from the west line of Heaner Land, it is however agreed that a private garage may be a part of the residence there to. No barn, shed or out building shall be used as a residence either temporarily or permanently. Any easement over west 40 feet for road purposes and for sewer and the easement to Santhwestern Bell Telephone Co, now of record. No person not wholly of the Caucasian race shall own, acquire or have any title or interest in said lot. No parking or garaging of any trucks, grading machines or other business vehicles on the premises or any adjacent streets, and subject to easement granted to St. Louis County Water Co. of record. TO HAVE AND TO HOLD the same, together with all rights and appurtenances to the same belonging unto the said parties of the second part, and to their heirs and assigns forever. The said parties of the first part hereby covenanteeing that they and their heirs, executors and administrators, shall and well warrant, defend and hold the lot a to the premises unto the said parties of the second part, and to their heirs and assigns forever against the lawful claims of all persons, however, excepting, however, the general taxes for the calendar years 1914 and thereafter, and the special taxes becoming due thereon after the date of this deed. In Witness Whereof the said parties of the first part have executed these presents the day and year first above written.

Margherite B. Lang

\$1.10 J.H. Stamp A L & M L 3/26/43

State of Missouri, ss. On this 7th day of April, 1943, before me personally appeared, Clayton S. Long, Clerk of the County of Long and Marguerite B. Long, his wife to me known to be the persons described in and who executed the foregoing instrument and he personaged that they executed the same as their free and lawful deed. (The Testimony is hereof, I declare)

Received of the  
 City of St. Louis, Mo.  
 the sum of \$15.00  
 for the purpose of  
 recording the same.  
 Witness my hand and official seal this 15th day of  
 May 1905.  
 K. B. O'Reilly, Notary Public.  
 Filed for record. Apr. 20, 1905 at 4<sup>45</sup> o'clock P.M. General J. C. Woodward, Recorder of Deeds.

Principal No. 2. Diox.: 1821. Legally Identified by Richard Endershaw, on same Second Read of Trust. This deed, made and entered into as of the Fifth ch. (15th) day of April, next then hundred and forty-three (1943), by and between, Gerhard O. Pruner and Madeline P. Pruner, his wife of the County of Monroe State of Missouri, parties of the first part, and A. L. Reedinger, of the County of Monroe State



1949-60

of all persons, whomsoever, excepting the taxes, both in and out of the year of 1943 and thereafter. The Witness whereof, the same parties of the first part have hereunto set their hands and seals the day and year first above written.

Albert H. Franke (Seal)  
Marion L. Franke (Seal)  
#1198 R. Stamp A.H.D. 4/18/43  
State of Missouri, ss. On this 18th day of April, 1943, before me personally appeared County of Linn } Albert H. Franke & Marion L. Franke, his wife, to me known to be the persons described in and who executed the foregoing instrument, and acknowledged that they executed the same as their free act and deed. In Testimony whereof, I have hereunto set my hand and affixed my official seal at my office in Linn County, the day and year first above written.  
Herbert Gettemier  
Notary Public  
Linn County, Mo.  
My term expires September 14, 1943  
Herbert Gettemier Notary Public.  
Filed for record Apr. 21 1943 at 1:45 o'clock PM, Gerald Danforth, Recorder of Deeds.

23 General Warranty Deed This Deed, made and entered into this thirteenth day of April, nineteen hundred and forty three, by and between Genevieve Turner, of the City of St. Louis, State of Missouri, party of the first part, and Harry C. Johnson and Mae Johnson his wife of the City of St. Louis, State of Missouri, parties of the second part, witnesseth, that the said party of the first part, for and in consideration of the sum of Ten Dollars, and other valuable considerations paid by the said parties of the second part, the receipt of which is hereby acknowledged, have by these presents granted, sold, conveyed, confirmed, and confirmed unto the said parties of the second part, the following described Real Estate situated in the County of St. Louis, and State of Missouri, to-wit: Lots 4617 and 4618, together with right, title and interest of the grantors of any, to the land in the road immediately in front of, or adjoining the above described premises, as designated and delineated on a map entitled: Second Map of Times Beach, County of St. Louis, and State of Missouri and filed for record as Times Beach First Addition in the Recorder's Office of St. Louis County, on the 18th day of August 1925, File No. 168. TO HAVE AND TO HOLD the same, together with all rights and appurtenances to the same, belonging unto the said parties of the second part, and to their heirs and assigns forever. The said parties of the first part, hereby covenants that she and her heirs, executors, administrators, shall and will warrant and defend the title to the premises unto the said parties of the second part, and to their heirs and assigns forever against the lawful claims of all persons, whomsoever, excepting, however, the payment of taxes for the calendar year 1943 and thereafter, and the optional taxes becoming due after the date of her death. In Witness whereof, the said parties of the first part have hereunto set their hands and seals the day and year first above written.

Genevieve Turner  
#55 R. Stamp S.D. 4/17/43  
State of Missouri, ss. On this 17th day of April, 1943 before me personally appeared City of St. Louis } Genevieve Turner to me known to be the person described in and who executed the foregoing instrument, and acknowledged that she executed the same as her free act and deed. In Testimony whereof, I have hereunto set my hand and affixed my official seal in the City, and State aforesaid, the day and year first above written. My term expires July 9th 1944  
A.A. Osterkamp  
Notary Public  
St. Louis, Mo.  
Filed for record Apr. 21 1943 at 3:46 o'clock PM, Gerald Danforth, Recorder of Deeds.

24 General Warranty Deed This Deed, made and entered into this Twenty-sixth day of March, nineteen hundred and forty three, by and between August Lang

of the County of St. Louis, State of Missouri, party of the first part, and Harry C. Johnson and Mae Johnson his wife of the City of St. Louis, State of Missouri, parties of the second part, witnesseth, that the said party of the first part, for and in consideration of the sum of Ten Dollars, and other valuable considerations paid by the said parties of the second part, the receipt of which is hereby acknowledged, have by these presents granted, sold, conveyed, confirmed, and confirmed unto the said parties of the second part, the following described Real Estate situated in the County of St. Louis, and State of Missouri, to-wit: Lots 4617 and 4618, together with right, title and interest of the grantors of any, to the land in the road immediately in front of, or adjoining the above described premises, as designated and delineated on a map entitled: Second Map of Times Beach, County of St. Louis, and State of Missouri and filed for record as Times Beach First Addition in the Recorder's Office of St. Louis County, on the 18th day of August 1925, File No. 168. TO HAVE AND TO HOLD the same, together with all rights and appurtenances to the same, belonging unto the said parties of the second part, and to their heirs and assigns forever. The said parties of the first part, hereby covenants that she and her heirs, executors, administrators, shall and will warrant and defend the title to the premises unto the said parties of the second part, and to their heirs and assigns forever against the lawful claims of all persons, whomsoever, excepting, however, the payment of taxes for the calendar year 1943 and thereafter, and the optional taxes becoming due after the date of her death. In Witness whereof, the said parties of the first part have hereunto set their hands and seals the day and year first above written.

Attachment: Olive Crest Deed Restrictions (2331 : #16-028 Comp Plan Adoption)



no person not wholly of the Caucasian race shall ever acquire or use any estate or interest in said lot. No parking or garaging of any trucks, grading machines or other business vehicles on the premises or any adjacent streets. TO HAVE AND TO HOLD the same, together with all rights and appurtenances to the same belonging, unto the said party of the second part, and to her heirs and assigns forever. The said parties of the first part hereby covenanting that they and their heirs, executors and administrators, shall and will warrant and defend the title to the premises unto the said party of the second part, and to her heirs and assigns forever against the lawful claims of all persons whomsoever, excepting, however, the general taxes for the calendar year 1942 and thereafter, and the special taxes becoming or hereafter after the date of this deed. In witness whereof, the said parties of the first part have executed these presents the day and year first above written.

Anquet Lang  
Marguerite B. Lang

\$1.10 9 R. Stamps A.G. M.B. 2/6/42

State of Missouri, ss. On this sixth day of February, 1942, before me personally appeared Anquet Lang, lady of St. Louis and Marguerite B. Lang, his wife to me known to be the persons described in and who executed the foregoing instrument, and acknowledged that they executed the same as their free act and deed. In Testimony whereof, I have hereunto set my hand and

Copy of Seal  
Gerald B. O'Reilly  
Notary Public  
City of St. Louis, Mo.

affixed my official seal in the City and State aforesaid this day and year first above written. My term expires Dec 23, 1943.

Gerald B. O'Reilly, Notary Public

Filed for record Feb 14 1942 at 9:24 O'clock a.m. Gerald J. Wimmer, Recorder of Deeds.

No. 328 I know all Men By These Presents, That Reconstruction Finance Corporation, a corporation organized and existing under and by virtue of the laws of the United States of America, having its principal business office in the City of Washington, D.C., for and in consideration of the sum of One Dollar to it in hand paid, and other good and valuable considerations, the receipt of which is hereby acknowledged, do hereby these presents hereby remise, convey, release and quit claim unto Central States Life Insurance Company, a Missouri Corporation of the City of St. Louis, County of and State of Missouri, all the right, title, interest, claim or demand whatsoever it may have acquired in, through or by its certain deed of Trust bearing date the 16th day of March, 1938, and recorded in the Recorder's Office of St. Louis County, State of Missouri, in Book 7505 of Page 66 to the property therein described, situate in the City of St. Louis and State of Missouri, to-wit: Lots 1 to 10 in Block One (1); Lots 1 to 21 in Block Two (2); Lots 1 to 6 all that part of Lots 7 and 19 South of Delia Avenue, all of Lots 20 to 26 in Block Three (3); Lots 5, 6 and the north 40 feet of Lot 4 in Block Four (4); Lots 15, 15a, 16, 17 and 18 in Block Seven (7); Lots 10 to 30 in Block Eight (8); Lots 5 to 15 in Block Nine (9), all in Ridgview, a subdivision in St. Louis County, Missouri, according to the plat thereof plat book 71, page 44 of the St. Louis County Recorder's Office; together with all of the rents, issues, income and profits from said property, heretofore or hereafter, restrictions, covenants and reservations of record. Together with all appurtenances thereto belonging or appertaining. In Testimony whereof, the said Reconstruction Finance Corporation has caused these presents to be signed this 30th day of December, 1941.

Reconstruction Finance Corporation  
By Frank G. Jais Attorney in Fact.

State of Missouri, ss. I, J. J. Doerk, Clerk, a Notary Public in and for the City of St. Louis, St. Louis, State of Missouri, personally appeared Frank G. Jais, Attorney in Fact for the Reconstruction Finance Corporation, and the said Frank G. Jais, known to me to be the person whose name is subscribed to the foregoing instrument, having been first duly sworn, executed the above and foregoing release deed and acknowledged that as such Attorney in Fact he signed the same pursuant to authority given by the Board of Directors of said Corporation as the free act and deed of said Corporation, and that his Power of Attorney has not been revoked. In Testimony whereof, I hereunto set my hand.

Attachment: Olive Crest Deed Restrictions (2331 : #16-028 Comp Plan Adoption)



considerations paid by the said parties of the second part, the receipt of which is hereby acknowledged, do by these presents Grant, Convey and Confirm unto the said part - of the second part, the following described real estate situated in the County of St. Louis, and State of Missouri, To-wit: Lot 31 in Block 5 containing part of both sides, according to that which is recorded in Book 2, Page 8, of the St. Louis County Recorder's office, together with the improvements erected thereon known and numbered as 6818 Chest Avenue. Subject to easements, restrictions, Easements, Easements, now of record. Subject to a first and second Trust, now of record, dated August 26, 1930 and recorded in Book 108, Page 150, of records of the Recorder of Deeds of St. Louis County, Missouri, which there is an unpaid balance of \$6,606.00. **TO HAVE AND TO HOLD** the same, together with all rights and appurtenances to the same belonging, unto the said parties of the second part and to their heirs and assigns forever. The said parties of the first part hereby covenanting that they and their heirs, executors, administrators and assigns, shall and will Warrant and keep the title to the premises unto the said parties of the second part, and to their heirs and assigns forever, against the lawful claims of all persons whomsoever, excepting, however, the general taxes for the calendar year 1942 and thereafter, and the special taxes becoming a lien after the date of this deed. In Witness Whereof, the said parties of the first part have hereunto set their hands the day and year first above written.

Melba Wiernumach  
Jair Wiernumach

1821-236

71.10 9 R Stamp No 2/12/42

State of Missouri, ss. On this 12th day of February, 1942 before me personally appeared City of St. Louis, Jair Wiernumach and Melba Wiernumach, his wife to me known to be the persons described in and who executed the foregoing instrument, and acknowledged that they executed the same as their free act and deed. In Testimony Whereof

Copy of Seal  
Charles M. Walters, Jr.  
Notary Public  
City of St. Louis, Mo.

I have hereunto set my hand and affixed my official seal in the City and State aforesaid, the day and year first above written my Term Expires Nov. 23, 1942 Charles M. Walters, Jr. Notary Public

Filed for record Feb. 13, 1942 at 3:32 O'clock P M Gerald J. Donworth Recorder of Deeds

CV

General Warranty Deed This deed, Made and entered into this sixth day of February nine hundred and Forty-two, by and between August Lang and Marquette B. Lang, his wife of the City of St. Louis State of Missouri parties of the first part, and Fay Gallagher of the City of St. Louis State of Missouri party of the second part. Witnesseth, that the said parties of the first part, for and in consideration of the sum of One Dollar paid by the said party of the second part, the receipt of which is hereby acknowledged, do by these presents Grant, Convey and Confirm unto the said party of the second part, the following described Real Estate, situated in the County of St. Louis, and State of Missouri, To-wit: North 60 feet of portion 172 feet 8 inches lot 17 of Olive Crest, 1st Addition a subdivision in St. Louis County according to the plat the record in Plat Book 13, Page 52 fronting 60 feet on West line of Beaver Avenue by a depth west of 350 feet subject to easement to St. Louis County Water Co. & Northwestern Bell Phone Co. of record no dramshop, saloon, dance hall, house, tavern, stable or business of any kind, or other nuisance shall be erected, maintained or operated. No building shall be erected nearer than 40 feet from the West line of Beaver Avenue and no building shall be erected 5 feet from either side lot lines. No building shall be erected on said premises of which the ground floor square foot area is less than 1000 square feet. No barn, shed or outbuilding shall be erected or maintained nearer than 100 feet from the West line of Beaver Avenue, it is however agreed that a private garage may be part of the residence thereon. No barn, shed or outbuilding shall be used as a residence either temporarily or permanently. An easement over west 40 feet for road purposes and for sewer, an easement over north 15 feet of the west 195 feet for sewer, and the easement to Northwestern Bell Telephone Company, now of record

96-220-1-281 0236

Recorded in Book 13, Page 52 of the St. Louis County Recorder's office, together with the improvements erected thereon known and numbered as 6818 Chest Avenue. Subject to easements, restrictions, Easements, Easements, now of record. Subject to a first and second Trust, now of record, dated August 26, 1930 and recorded in Book 108, Page 150, of records of the Recorder of Deeds of St. Louis County, Missouri, which there is an unpaid balance of \$6,606.00. **TO HAVE AND TO HOLD** the same, together with all rights and appurtenances to the same belonging, unto the said parties of the second part and to their heirs and assigns forever. The said parties of the first part hereby covenanting that they and their heirs, executors, administrators and assigns, shall and will Warrant and keep the title to the premises unto the said parties of the second part, and to their heirs and assigns forever, against the lawful claims of all persons whomsoever, excepting, however, the general taxes for the calendar year 1942 and thereafter, and the special taxes becoming a lien after the date of this deed. In Witness Whereof, the said parties of the first part have hereunto set their hands the day and year first above written.

Attachment: Olive Crest Deed Restrictions (2331 : #16-028 Comp Plan Adoption)



Bell Telephone Company by instruments recorded in Book 1519, Page 274 and Book 1576, Page 363. TO HAVE AND TO HOLD the same, together with all rights and appurtenances to the same belonging, unto the said parties of the second part, and to their heirs and assigns forever. The said parties of the first part hereby covenanting that they and their heirs, executors and administrators, shall and will Warrant and Defend the title to the premises unto the said parties of the second part, and to their heirs and assigns forever against the lawful claims of all persons whomsoever, excepting, however, the general taxes for the calendar year 1941 and thereafter, and the special taxes becoming a lien after the date of this deed. In Witness Whereof, the said parties of the first part has executed these presents the day and year first above written.

August Lang  
 Marguerite B. Lang

1.65 D.R. Stamps A L M B L 4/7/41

State of Missouri, ss. On this 7th day of April, 1941, before me personally appeared August Lang City of St. Louis, and Marguerite B. Lang, his wife to me known to be persons described in and who executed the foregoing instrument, and acknowledged that they executed the same as their free act and deed. In Testimony Whereof, I have hereunto set my hand and official

Copy of Seal  
 Gerald B. O'Reilly  
 Notary Public  
 City of St. Louis, Mo.

my official seal in the City and State aforesaid, the day and year first above written. My term expires Dec 25/41

Gerald B. O'Reilly Notary Public.

Filed For Record Apr 15 1941 at 10:00 o'clock A.M. Gerald J. Donworth Recorder of Deeds.

C. 12. General Warranty Deed. This Deed, made and entered into this ninth day of April nineteen hundred and forty-one, by and between Mabel Bryan Broderick and John K. Broderick, her husband, of the County of St. Louis State of Missouri parties of the first part, and Elsie H. Robinson of the County of St. Louis State of Missouri party of the second part. Witnesseth that the said parties of the first part, for and in consideration of the sum of Ten (\$10.00) Dollars, and other good and valuable considerations, paid by the said party of the second part, the receipt of which is hereby acknowledged, do by these presents Grant, Bargain and Sell, Convey and Confirm unto the said party of the second part, the following described Real Estate, situated in the County of St. Louis, and State of Missouri, to-wit: Lot Three (3) of Hawthorn Common, a subdivision in the Northwest 1/4 of Section 6, Township 44 North, Range 6 East, in St. Louis County, Missouri, as per plat thereof recorded in Plat Book 32 Page 34, St. Louis County records. Subject to easements, conditions, and restrictions of record. TO HAVE AND TO HOLD the same, together with all rights and appurtenances to the same belonging, unto the said party of the second part, and to her heirs and assigns forever. The said parties of the first part hereby covenanting that they and their heirs, executors and administrators, shall and will Warrant and Defend the title to the premises unto the said party of the second part, and to her heirs and assigns forever against the lawful claims of all persons whomsoever, excepting, however, the general tax for the calendar year 1941 and thereafter, and the special taxes becoming a lien after the date of this deed. In Witness Whereof, the said parties of the first part have executed these presents the day and year first above written.

Mabel Bryan Broderick  
 John K. Broderick

3.50 D.R. Stamps M.B.B. 4/15/41

State of Missouri, ss. On this 15th day of April, 1941, before me personally appeared Mabel County of St. Louis, Bryan Broderick and John K. Broderick, her husband, to me known to be the persons described in and who executed the foregoing instrument, and acknowledged that they executed the same as their free act and deed. In Testimony whereof, I have hereunto

Copy of Seal  
 R.D. Chomeau  
 Notary Public  
 St. Louis, County Mo.

set my hand and official my official seal in the County and State aforesaid, the day and year first above written. My term expires Feb 2, 1944

R.D. Chomeau Notary Public.

Filed For Record Apr 15 1941 at 10:00 o'clock A.M. Gerald J. Donworth Recorder of Deeds.

the ground floor above first floor is less than 1000 square feet and to cost not less than \$5000.00 (4) No beam, shed or outbuilding shall be erected on residential zone. (5) No beam, shed or outbuilding shall be erected on residential zone. (6) No beam, shed or outbuilding shall be erected on residential zone. (7) No beam, shed or outbuilding shall be erected on residential zone. (8) No beam, shed or outbuilding shall be erected on residential zone. (9) No beam, shed or outbuilding shall be erected on residential zone. (10) No beam, shed or outbuilding shall be erected on residential zone. (11) No beam, shed or outbuilding shall be erected on residential zone. (12) No beam, shed or outbuilding shall be erected on residential zone. (13) No beam, shed or outbuilding shall be erected on residential zone. (14) No beam, shed or outbuilding shall be erected on residential zone. (15) No beam, shed or outbuilding shall be erected on residential zone. 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Attachment: Olive Crest Deed Restrictions (2331 : #16-028 Comp Plan Adoption)



to any person or persons who may or shall, under the terms of the contract of sale, have the right of first refusal in the event of the sale of the property of said lot.

91

17

grantors above named, does hereby release said above described real estate from the operation and lien of said Mortgage or Deed of Trust aforesaid. The grantee being in accepting this Deed of Release, hereby waives any and all claims of what ever kind or nature that they have, or may have against said Farm and Home Savings and Loan Association of Missouri, on account of any matter pertaining to the execution of the Mortgage or Deed of Trust hereby released; also any and all other claims of what ever kind or description that they, or either of them, may have against said Association. In Witness Whereof, The said Corporation has caused its seal to be hereunto affixed and these presents to be executed by its Vice President and attested by its Asst. Secretary, this 21st day of March, 1941

at Seal  
Farm & Home Savings  
Loan Association of Miss.  
ouri, Nevada, Mo.

Farm and Home Savings and Loan Association of Missouri  
By G. U. Kenton Vice President.

Attest: J. W. Green Asst. Secretary.

State of Missouri, ss. On this 21st day of March, 1941 before me, a Notary Public in and for County of Vernon, the County of Vernon, in the State of Missouri, appeared G. U. Kenton to me personally known, and being duly sworn did say that he is the Vice President of the Farm and Home Savings and Loan Association of Missouri, Nevada, Mo., and that the Seal affixed to the foregoing instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its board of directors, and said G. U. Kenton acknowledged said instrument to be the free act and deed of said corporation. Witness my Hand and Notarial Seal Done

Copy of Seal  
Olive N. Farny  
Notary Public,  
Vernon County, Mo.

at my office in Nevada, Missouri, this 21st day of March, 1941.  
My commission expires 18th day of September, 1941 Olive N. Farny  
Notary Public, Vernon County, Mo.

Filed For Record Apr 11 1941 at 9:23 o'clock A.M. Gussel J. Doreworth Recorder.

General Warranty Deed This Deed, Made and entered into this Seventh day of April nineteen hundred and Forty-one, by and between August Lang and Marguerite B. Lang, his wife of the City of St. Louis State of Missouri parties of the first part, and Melville M. Drake, Jr., and Bernice E. Drake, his wife of the County of St. Louis State of Missouri parties of the second part. Witnesseth, that the said parties of the first part, for and in consideration of the sum of Ten Dollars paid by the said parties of the second part, the receipt of which is hereby acknowledged, do by these presents Grant, Bargain and Sell, Convey and Confirm unto the said parties of the second part, the following described Real Estate, situated in the County of St. Louis, and State of Missouri, to wit: The Southern 112 feet 8 inches of Lot 17 of Olive Crest First Addition, a Subdivision in St. Louis County, Missouri, according to the plat thereof recorded in Plat Book 13, Page 52 of the St. Louis County Records. (Subject to the following restrictions:)(1) No drashop, saloon, slaughterhouse, livery stable or business of any kind or other nuisance shall be erected, maintained or operated. (2) No building shall be erected nearer than 40 feet from the West line of Beaver Avenue and no building shall be erected 5 feet from either side lot lines. (3) No building shall be erected on said premises of which the ground floor square foot area is less than 1000 square feet and to cost not less than 5000.00 (4) No barn, shed or outbuilding shall be erected or maintained nearer than 100 feet from the West line of Beaver Avenue, it is however agreed that a private garage may be a part of the residence thereto. (5) No barn, shed or outbuilding shall be used as a residence either temporarily or permanently. (6) An easement over the west 40 feet and south 15 feet is hereby reserved for sewer, gas, light and water and an easement over the East 20 feet for road purposes. (7) No person not wholly of the Caucasian race shall ever acquire or use any estate or interest in said lot. (8) No parking or garaging of any trucks, grading machines or other business vehicles on the premises or any adjacent streets. Subject to Easements to St. Louis County Water Company and Southwestern

1786  
17



Page 484

576

577

of the sum of Ten Dollars paid by the said parties of the second part the receipt of which is  
hereby acknowledged, do- by these presents, Grant, Bargain and sell, Convey and confirm unto  
the said parties of the second part the following described Real Estate, situated in the County of  
St. Louis and State of Missouri, to-wit: Part of Lots 10 and 11 of Olive Crest First Addition, a  
Subdivision, in St. Louis County, Missouri, according to the plat thereof recorded in plat Book  
13, Page 52 of the St. Louis County Books and described as follows: Beginning at a point in  
the South line of Olive Street Road at the northwest corner of property conveyed to Paul M.  
Westfall and wife by instrument recorded in Book 1555, Page 287; thence South along the  
West line of said property so conveyed to Westfall and wife as aforesaid, 250 feet, more  
or less to a point in the north line of property conveyed to Edmund Wilkinson by  
deed recorded in Book 1528, Page 520; thence West along said north line of Wilkinson  
and continuing thereon 100 feet to a point 100 feet east of the southeast cor-  
ner of property conveyed to William H. Curran, Jr. by deed recorded in Book 1617, Page 583; thence  
North and Parallel to the Western line of the property conveyed to said Paul M. Westfall and wife  
250 feet, more or less, to the Southern line of Olive Street Road; thence East along the  
South line of Olive Street Road 100 feet, more or less to the northwestern corner of property  
conveyed to Paul M. Westfall and wife as aforesaid and point of beginning, and bounded east  
by the property of Westfall, West by the property of Bohne, South by the property of  
Breitwieser and North by the Olive Street Road. Subject to the following restrictions:  
No dramshop, Saloon, slaughter house, livery stable or business of any kind or  
other nuisance shall be erected, maintained or operated. Subject to easement to Northwest  
Bell Telephone Co. of record. No building shall be erected nearer than 100 feet from the  
South line of Olive Street Road and no building shall be erected 5 feet from either side  
lot lines. No building shall be erected on said premises of which the ground floor square foot  
area is less than 1000 square feet. No barn, shed or outbuilding shall be erected or maintained  
nearer than 20 feet from the South line of Olive Street Road, it is however agreed that  
a private garage may be a part of the residence thereon. No barn, shed or outbuilding  
shall be used as a residence either temporarily or permanently. No person not  
wholly of the Caucasian race shall ever acquire or use any estate or interest  
in said lot. No parking or garaging of any trucks, grading machines or other busi-  
ness vehicles on the premises or any adjacent streets. TO HAVE AND TO HOLD  
the same, together with all rights and appurtenances to the same belonging, unto  
the said parties of the second part, and to their heirs and assigns forever. The said  
parties of the first part hereby covenanting that they and their heirs, executors and  
administrators, shall and will Warrant and defend the title to the premises unto  
the said parties of the second part, and to their heirs and assigns forever against  
the lawful claims of all persons whomsoever, excepting, however, the general tax  
for the Calendar year 1944 and thereafter, and the special taxes becoming a lien  
after the date of this deed. In Witness whereof, the said parties of the first part have  
executed these presents the day and year first above written.

Witness my hand and seal of the State of Missouri, this 20th day of May, 1944.

State of Missouri, } ss. On this 20th day of May, 1944, before me personally appeared August  
City of St. Louis, } Lang and Marguerite B. Lang, his wife to me known to be the persons  
described in and who executed the foregoing instrument, and acknowledged that they executed  
the same as their free act and deed. In Testimony whereof, I have hereunto set my hand and  
affixed my official seal in the City and State aforesaid, the day and  
year first above written. My term expires Dec 25/45

Gerald B. O'Neill  
Notary Public  
City of St. Louis Mo.

Gerald B. O'Neill Notary Public

Filed for Record May 26 1944 At 1:30 O'Clock P.M. Gerald B. O'Neill Recording Deed



Forestier Real filed 10/23/96 Book 2185 Page 484

Missouri Corporation, Trustee under the last Will and Testament of Lucille M. Hirschberg, deceased, of the City of St. Louis State of Missouri Party of the said last and said Lucille M. Hirschberg of the City of St. Louis State of Missouri Party of the second part. Witnesseth, that the said Party of the first part, for and in consideration of the sum of one dollar \$1.00, and other good and valuable considerations paid by the said party of the second part, the receipt of which is hereby acknowledged, does by these presents transfer, release and quit claim unto the said party of the second part, the following described Real Estate, situated in the County of St. Louis and State of Missouri, to-wit: An undivided one-third (1/3) interest in and to Lot Two (2) and part of Lot Three (3) of a subdivision of parts of N. E. Surveys 729 and 882 in Township Forty-Nine (49) Range Five (5) East, more particularly described as follows: Beginning at a stone at the Northeast corner of said Lot 3, thence South 54° 30' West 10 Chains to a stone; thence South 35° 30' East, 4.56 Chains to a stone; thence South 54° 30' West 17.46 Chains to a stone; thence North 34° 15' West 7.34 Chains to a stone; thence South 68° 31' West 17.80 Chains to a stone; thence South 20° 50' East 40.06 Chains to a stone; thence North 68° 31' East 5.265 Chains to a point; an old stone on the South; thence North 140 West 2.855 Chains to a stone; thence North 17° 9' East 8.909 Chains to a stone; thence North 29° 47' East 6.166 Chains to a stone; thence North 28° 47' East 11.61 Chains to a stone; thence North 35° 9' East 1.785 Chains to an old stone; thence South 43° 45' East 23.52 Chains to an old stone; thence North 68° 11' East 13.733 Chains to a stone on top of an old stone; thence North 35° 54' West 4.85 Chains to a stone; thence North 42° 6' West 3.50 Chains to a stone; thence North 73° 41' East 10.064 Chains to a stone; thence North 35° 30' West 37.34 Chains to the place of beginning, and containing 160.08 acres, more or less, as per Survey made by Wm. Eltring, County Surveyor, dated April 14, 1903 and recorded in Book 6, Page 47 in the County Surveyor's Office of St. Louis County, Missouri.

TO HAVE AND TO HOLD the same, together with all rights and appurtenances to the same belonging unto the said Party of the second, her and to her heirs and assigns forever in witness whereof, the said party of the first part has executed these presents the day and year first above written.

COPY of Seal  
St. Louis Union Trust Company  
St. Louis Missouri  
Incorporated Oct 9, 1889

St. Louis Union Trust Company  
By Francis Mello Vice President Trustee under the last Will and Testament of  
Lucille M. Hirschberg, deceased.

Attest: J. P. Humphreys Notary Public  
State of Missouri, I, on this 20th day of May 1944, before me appeared Francis Mello  
City of St. Louis, to me personally known, who, being by me duly sworn, did say that  
he is the Vice President of the St. Louis Union Trust Company, Trustee under the last  
Will and Testament of Lucille M. Hirschberg, deceased, a Corporation of the State  
of Missouri, and that the seal affixed to the foregoing instrument is the corporate  
seal of said Corporation, and that said instrument was signed and sealed in behalf of  
said Corporation, by authority of its Board of Directors; and said Francis Mello did  
acknowledge said instrument to be the free act and deed of said Corporation, as such Trustee.

COPY of Seal  
W. R. Cunningham Jr.  
Notary Public  
City of St. Louis, Mo.  
Term expires: December 1, 1946

In Testimony whereof, I have hereunto set my hand and affixed my official  
Seal in the City and State aforesaid, the day and year first above written. W. R. Cunningham Jr. Notary Public.  
Filed For Record May 26 1944 at 12:55 O'Clock P.M. Gerald J. Donworth Recorder of Deeds

General Warranty Deed. This Deed, made and entered into this twentieth day of May nine-  
teen hundred and forty-four, by and between August Lang and Marguerite B. Lang, his  
wife, of the City of St. Louis, State of Missouri, Parties of the first part, and Paul M. Westfall  
and Flora B. Westfall, his wife, of the County of St. Louis State of Missouri, Parties of the  
second part. Witnesseth, that the said Parties of the first part, for and in consideration of

the sum of one dollar \$1.00, and other good and valuable considerations paid by the said Parties of the second part, the receipt of which is hereby acknowledged, does by these presents transfer, release and quit claim unto the said Parties of the second part, the following described Real Estate, situated in the County of St. Louis and State of Missouri, to-wit: An undivided one-third (1/3) interest in and to Lot Two (2) and part of Lot Three (3) of a subdivision of parts of N. E. Surveys 729 and 882 in Township Forty-Nine (49) Range Five (5) East, more particularly described as follows: Beginning at a stone at the Northeast corner of said Lot 3, thence South 54° 30' West 10 Chains to a stone; thence South 35° 30' East, 4.56 Chains to a stone; thence South 54° 30' West 17.46 Chains to a stone; thence North 34° 15' West 7.34 Chains to a stone; thence South 68° 31' West 17.80 Chains to a stone; thence South 20° 50' East 40.06 Chains to a stone; thence North 68° 31' East 5.265 Chains to a point; an old stone on the South; thence North 140 West 2.855 Chains to a stone; thence North 17° 9' East 8.909 Chains to a stone; thence North 29° 47' East 6.166 Chains to a stone; thence North 28° 47' East 11.61 Chains to a stone; thence North 35° 9' East 1.785 Chains to an old stone; thence South 43° 45' East 23.52 Chains to an old stone; thence North 68° 11' East 13.733 Chains to a stone on top of an old stone; thence North 35° 54' West 4.85 Chains to a stone; thence North 42° 6' West 3.50 Chains to a stone; thence North 73° 41' East 10.064 Chains to the place of beginning, and containing 160.08 acres, more or less, as per Survey made by Wm. Eltring, County Surveyor, dated April 14, 1903 and recorded in Book 6, Page 47 in the County Surveyor's Office of St. Louis County, Missouri.

TO HAVE AND TO HOLD the same, together with all rights and appurtenances to the same belonging unto the said Parties of the second, her and to her heirs and assigns forever in witness whereof, the said Parties of the first part has executed these presents the day and year first above written.

11/16/44 11/16/44

Attachment: Olive Crest Deed Restrictions (2331 : #16-028 Comp Plan Adoption)



August 1899

Marquette Blais

*(Faint handwritten notes at the bottom of the page)*







Filed for Record Mar 21 1944 at 9:25 O'clock A.M. Donald G. Downworth Recorder of Deeds

SEAL

John L. Wilson

C. Principal Note Secured Hereby, Legally Identified by Recorder's endorsement on same. Deed of Trust This Deed, Made this Seventh Day of March Nineteen Hundred and forty-four, by and between Roy J. McClelland and Mary Evelyn McClelland, his wife of the City of St. Louis and State of Missouri hereinafter called the party of the First Part, and Chris D. Wolff of the County of St. Louis and State of Missouri, hereinafter called the party of the Second Part, and Arthur J. Hampel & Marcelle Hampel of the County of St. Louis and State of Missouri, hereinafter called the party of the Third Part, Witnesseth: That the said party of the First Part, in consideration of the debt and trust hereinafter described and created, and of the sum of One Dollar to said party of the First Part in hand paid by said party of the Second Part, the receipt whereof is hereby acknowledged, has granted, bargained and sold, and does by these presents, Grant, Bargain and Sell, Convey and confirm, unto the said party of the Second Part, forever, all of the following described real estate, situate, lying and being in the County of St. Louis State of Missouri, and known and described as follows, to wit: Lots Twenty-eight (28) and Twenty-nine (29) in Block Three (3) of McDermott's Edgewood Park Subdivision, in St. Louis County, Missouri, as per plat thereof recorded in Plat Book 7 page 39 of St. Louis County Records. TO HAVE AND TO HOLD the same, with the appurtenances to the said party of the Second Part, and to his successors or assigns in this trust forever, and possession of said premises is now delivered unto the said party of the Second Part, in trust, however, for the following purpose: Whereas, the said Roy J. McClelland and Mary Evelyn McClelland, this wife party of the First Part, being jointly indebted to the party of the Third Part Arthur J. Hampel & Marcelle Hampel, has executed and delivered to the party of the Third Part seven negotiable promissory notes of even date herewith, and it appeared to be for value received, drawn to the order of said party of the Third Part, and payable at the - as follows, to wit: interest notes, each for the sum of \$75.00 due and payable in six, twelve, eighteen, twenty-four, thirty and thirty-six months from date and one principal note for the sum of \$2000.00 due and payable three years from date, all notes bearing interest from maturity at the rate of eight per cent per annum. Privilege to pay \$100.00 or any multiple thereof at any interest due date. It having been agreed between the parties hereto, that when one of the said notes, whether of interest or principal, after having become due and payable, should remain unpaid, then all of said notes shall, at the option of the holder thereof, become due and payable at once, whether due or their face or not, to secure the payment of which said notes the party of the First Part has executed this Deed of Trust, and has also agreed with said Third Party, endorses and assigns, to cause all taxes and assessments, general and special, to be paid whenever imposed upon said property, and within the times required by law; and also to keep the improvements upon said premises constantly and satisfactorily insured, until said notes are all paid, against fire, lightning and gasoline, in the sum of Three Thousand Dollars and against windstorm, tornadoes and cyclones, in the sum of Three Thousand Dollars; and the policy or policies therefor to keep constantly assigned unto the said party of the Second Part, for further securing the payment of said notes and the same apply towards the payment of said notes, unless otherwise paid, when same become due as aforesaid. And the said party of the First Part hereby guarantees to the said party of the Third Part, that the said property herein described is free and clear of mechanic's liens; and said party of the First Part further agrees that, in case any lien should hereafter be filed against said property, after the execution of this Trust, then, and in that case, said lien so filed shall have the same force and effect as if any one of said notes, hereinbefore described, shall have become due and payable, and all the covenants and agreements herein provided shall be in full force and effect, and carried out as if said notes be actually due and payable. It shall be the privilege of said party of the Third Part and assigns, in case of default on the part of the said party of the First Part or legal representatives or assigns to promptly pay all taxes, effect insurance and remove mechanic's liens, as above herein provided, to pay such taxes, insurance and mechanic's liens and in the event of the said party of the Third Part, assigns or legal representatives, or the party of the Second Part, or his successors in trust, shall spend any money to protect the title

THE UNDERSIGNED PARTIES OF THE ABOVE DEED HAVE HEREIN VOLUNTARILY SUBMITTED TO THE RECORDING OFFICE OF THE RECORDER OF DEEDS, COUNTY OF ST. LOUIS, MISSOURI, FOR THE PURPOSE OF RECORDING THE SAME, AND HAVE HEREBY AGREED TO PAY THE RECORDING FEES AND TO SIGN THE NECESSARY INSTRUMENTS FOR THE SAME.

Roy J. McClelland  
Mary Evelyn McClelland  
Chris D. Wolff  
Arthur J. Hampel & Marcelle Hampel

Donald G. Downworth  
Recorder of Deeds

Attachment: Olive Crest Deed Restrictions (2331 : #16-028 Comp Plan Adoption)



and Margaret Hand Ballard, his wife, is well known to be the persons described in and who executed the foregoing instrument, and acknowledged that they executed the same as their free act and deed. In testimony whereof, I have hereunto set my hand and affixed my official seal in the County and State aforesaid, the day and year first above written. My term expires Dec 25/45.

Alice Steinmeyer  
Notary Public  
St. Louis County, Missouri  
Filed for Record Mar 7 1944 at 4:25 o'clock P.M. Donald F. Donworth Recorder of Deeds

C. General Warranty Deed This Deed, made and entered into this first day of March instant hundred and forty-four, by and between August Lang and Marguerite B. Lang, his wife of the City of St. Louis State of Missouri parties of the first part, and Roy W. Bohne and Beulah M. Bohne, his wife of the County of St. Louis State of Missouri parties of the second part. Witnesseth, that the said parties of the first part, for and in consideration of the sum of Eight hundred and 00/100 Dollars paid by the said parties of the second part, the receipt of which is hereby acknowledged, do by these presents, Grant, Bargain and Sell, Convey and Confirm unto the said parties of the second part, the following described Real Estate, situated in the County of St. Louis and State of Missouri, to wit: Part of lot 11 of Olive Crest 1st Addition as per plat recorded in Plat Book 13, Page 52 of the St. Louis County Records, Beginning at a point in the south line of Olive Street Road which point is the northeast corner of property conveyed to William H. Curran, Jr. by instrument recorded in Book 1617 Page 583, thence south along the east line of said property, 279.50 feet to a point which point is the southeast corner of said Curran property, thence east and at right angles 40 feet to a point, thence north and parallel to the east line of said Curran property, 270 feet, more or less, to the southern line of Olive Street Road, thence west along the southern line of Olive Street Road 40 feet, more or less, to the point of beginning and bounded west by property acquired by Roy W. Bohne and wife, said property formerly belonging to William H. Curran, Jr. described above subject to an easement over the rear 15 feet of the above described property for use as a private alley and to the Northwestern Bell Telephone Co. of record. No dramshop, saloon, slaughter house, living stable or business or any kind or other nuisance shall be erected, maintained or operated. No building shall be erected nearer than 100 feet from the south line of Olive Street Road nor 5 feet from either rear lot lines or should be less in square feet area than 1000 square feet. No barn, shed or outbuilding shall be erected or maintained nearer than 200 feet from the south line of Olive Street Road or be used as a residence either temporarily or permanently, it is however agreed that a private garage may be a part of the residence thereto. No person not wholly of the Caucasian race shall ever acquire or use any estate or interest in said lot and no parking or garaging of any trucks, grading machines or other business vehicles on the premises or any adjacent streets. TO HAVE AND TO HOLD the same, together with all rights and appurtenances to the same belonging, unto the said parties of the second part, and to their heirs and assigns forever. The said parties of the first part hereby covenanting that they and their heirs, executors and administrators, shall and will Warrant and Defend the title to the premises unto the said parties of the second part, and to their heirs and assigns forever against the lawful claims of all persons whomsoever, excepting, however, the general taxes for the calendar year 1944 and thereafter, and the special taxes becoming a lien after the date of this deed. In Witness Whereof, the said parties of the first part have executed these presents the day and year first above written.

#1102 P. Stamps A.W. 3/1/44

State of Missouri, for on this 1st day of March, 1944 before me personally appeared August Lang City of St. Louis and Marguerite B. Lang, his wife, to me known to be the persons described in and who executed the foregoing instrument, and acknowledged that they executed the same as their free act and deed. In testimony whereof, I have hereunto set my hand and affixed my official seal in the City and State aforesaid, the day and year first above written. My term expires Dec 25/45.

Gerald B. O'Reilly  
Notary Public  
City of St. Louis, Mo.

August Lang  
Marguerite B. Lang  
Roy W. Bohne  
Beulah M. Bohne  
Filed for Record Mar 7 1944 at 4:25 o'clock P.M. Donald F. Donworth Recorder of Deeds



381

I, the undersigned, do hereby certify that on this 21st day of March, 1940, before me personally appeared the above named Harold B. O'Reilly and he acknowledged to me that he is the author of the foregoing instrument, and he acknowledged that he executed the same as his free act and deed in and to the City of St. Louis, Missouri.

I, Notary Public, in and for the State of Missouri, do hereby certify that the foregoing instrument was duly acknowledged before me and that the same is a true and correct copy of the original as the same appears from the records of my office.

My commission expires on the 22nd day of March, 1940.

Notary Public  
 State of Missouri

General Warranty deed this deed made and entered into this twenty first day of March nineteen hundred and forty by and between August Hong and Margaret B. Hong, his wife of the city of St. Louis State of Missouri parties of the first part and Harold Kach and Mildred Kach, his wife of the county of St. Louis State of Missouri parties of the second part, witnesses that the said parties of the first part for and in consideration of the sum of five dollars paid by the said parties of the second part, the receipt of which is hereby acknowledged, solely these present plans, designs and fully convey and confirm unto the said part - of the second part, the following described Real Estate situated in the county of St. Louis and State of Missouri to wit: Namely 41.30 feet of Western one hundred and eighty feet of Lot Two and between 18.70 feet of Western one hundred and eighty feet of Lot Three of Block East First Addition to perfect Block 13 Page 52 of St. Louis County Record firsting fifty feet on the East line of Denver Avenue by a right of way of one hundred and eighty feet, but first to following existing limitations and restrictions of the above said saloon, slaughter house, slaughter or business of any kind or character and shall be erected, maintained or operated on the building thereon or erected nearer than 40 feet from the East line of Denver Avenue.



1637- 380

notice or demand therefor. In witness whereof, the said grantors have hereunto set their hands and seals the day and year first above written.

Raymond A. Wallbrink -  
Helen C. Wallbrink -

State of Missouri } ss. On this 20th day of March, A.D. 1940, before me, Frederick  
County of St. Louis } Scherer a Notary Public within and for said county personally appeared Raymond A. Wallbrink and Helen C. Wallbrink, his wife, to  
known to be the persons described in and who executed the foregoing instrument and acknowledged that they executed the same as their free act and  
Frederick N. Scherer On testimony whereof I have hereunto set my hand and affixed  
Notary Public my official seal at my office in the said county of  
St. Louis County, Missouri, the day and year first above written. My commission expires August 27, 1940. Frederick N. Scherer Notary Public within and for said county and state.  
Filed for Record Mar 21, 1940 at 2:45 o'clock P.M. Marshall G. Donnell Recorder of Deeds

C Partial deed of Release to release Kieff Henley (single) by his deed of Trust, dated the twelfth day of August, 1929 and recorded in the Recorder's office, in and for the County of St. Louis and State of Missouri in Book 1019 at Page 423 conveyed to Little, Shier & Co. (a corporation of Missouri) the property in said deed described, to wit, to secure to Andrew Halling Jr. the payment of certain notes in said deed described and set forth, and whereby the present owner of said property heretofore paid and satisfied said deed of Trust and notes and is fully and legally entitled to a partial release said deed of Trust, and, therefore, the undersigned H. B. O'Reilly, Esquire of Andrew Halling Jr., party of the first part, present holder and legal owner of said deed of Trust and notes, do hereby advise, release and quitclaim unto the said Kieff Henley and to present owner of said property, party of the second part, that of the real estate in said deed of Trust described, to wit, the County of St. Louis and State of Missouri, to wit, the tract of 180 feet of lot 2 and the land 180 feet of lot 3 of Blue Creek Subd. addition on per plat Book 13 Page 52 St. Louis County Records TO HAVE AND TO HOLD the same with all the appurtenances thereto belonging unto the said party of the second part, fully clear and discharged from the encumbrance of said deed of Trust. In witness whereof, the party of the first part has executed this first to this 21st day of March, 1940.

H. B. O'Reilly  
State of Missouri } ss. On this 21st day of March, 1940, before me personally  
County of St. Louis } appeared H. B. O'Reilly, Esquire of Andrew Halling Jr., to be  
known to be the person described in, and who executed the foregoing instrument, and acknowledged that he executed the same as his free act and deed. On testimony whereof, I have hereunto set my hand and affixed my official seal in the city and state aforesaid, the day and year first above written. My term expires November 3rd, 1943. H. B. Lang Notary Public  
Filed for Record Mar 22, 1940 at 9 o'clock A.M. Marshall G. Donnell Recorder of Deeds

Partial Warranty Deed this deed made and entered into this twenty first day of March in the hundred and forty, by and between Clarence F. Knudsen (single) of the City of St. Louis State of Missouri party of the first part and August Henry and Marguerite B. Lang, his wife of

00000 1637- 0380

Attachment: Olive Crest Deed Restrictions (2331 : #16-028 Comp Plan Adoption)



I, the undersigned, do hereby certify that the above named person or persons are duly qualified to hold office as Justices of the Peace in and for the County of [ ] State of [ ].

In testimony whereof, I have hereunto set my hand and the seal of said Court at the City of [ ], this [ ] day of [ ] A.D. 19[ ].

[Signature]

Notary Public  
City of [ ]

e. v. <sup>T.C. 118044</sup> Harold Verrantly and this deed made and entered into this twenty first  
 day of March nineteen hundred and forty by and between August Lang  
 and Marguerite B. Lang, his wife of the city of St. Louis State of Missouri  
 parties of the first part and Harold Kerber and Wilfred Kach, his wife of the  
 county of St. Louis State of Missouri parties of the second part witnesseth  
 That the said parties of the first part for and in consideration of the  
 sum of five Dollars paid by the said parties of the second part, the receipt  
 of which is hereby acknowledged, do hereby these presents grant bargain and  
 sell convey and confirm unto the said part - of the second part, the fol-  
 lowing described Real Estate, situated in the county of St. Louis and State  
 of Missouri to wit: Northern 41.30 feet of Western one hundred and eight  
 feet of Lot Two and between 18.70 feet of Western one hundred and eighty  
 feet of Lot Three of Olive Crest, first addition to project Block 13 Page  
 52 of St. Louis county Record first in eighty feet on the East line of  
 Deaver Avenue by a depth laterally of one hundred and eighty feet, sub-  
 ject to all existing and future limitations and restrictions of the St. Louis  
 zoning, blight and other laws, ordinances and business of any kind and the same  
 use shall be erected, maintained or operated on the building shall be  
 erected nearer than 4 feet from the East line of Deaver Avenue and



1637-380

noted and read over. In witness whereof, the said grantor have hereunto set their hands and seals the day and year first above written.

Raymond A. Wallbrink -

Helen C. Wallbrink -

State of Missouri } In this 20th day of March, A.D. 1940, before me, Frederick H. Bocher, County of St. Louis, a Notary Public within and for said county, personally appeared Raymond A. Wallbrink and Helen C. Wallbrink, his wife, to me known to be the persons described in and who executed the foregoing instrument and acknowledged that they executed the same as their free act and deed. In testimony whereof, I have hereunto set my hand and official seal of my office in the said county and State, the day and year first above written. My commission expires August 28, 1940.

Frederick H. Bocher Notary Public within and for said county and State.  
Filed for Record Mar 21, 1940 at 2:11 o'clock P.M. Harold G. Donnell, Recorder of Deeds

C. Partial deed of Release to release. Kieff Hanley (single) by his deed of Trust, dated the twelfth day of August, 1929 and recorded in the Recorder's office in and for the County of St. Louis and State of Missouri in Book 101.9 at Page 428 conveyed to title guaranty trust co. (a corporation of Missouri) the property in said deed described in trust, to secure to Andrew Hallweg Jr. the payment of certain notes in said deed described and set forth, and likewise, the present owner of said property heretofore paid and satisfied said deed of trust and is justly and legally entitled to a Partial release of said deed of trust, and therefore, the undersigned H. B. O. Reilly, assignee of Andrew Hallweg Jr., party of the first part, present holder and legal owner of said deed of trust and notes, hereby coming, Release and Quitclaim unto the said Kieff Hanley and to present owner of said property, party of the second part, Part of the real estate in said deed of Trust described in the County of St. Louis and State of Missouri, to wit: the land and lot of lot 180 feet of lot 1, the west 180 feet of lot 2 and the land 180 feet of lot 180 feet of lot 3 of Block 1, Addition as per plat Book 13 Page 5 of the same county Records TO HAVE AND TO HOLD the same, with all the appurtenances thereto belonging unto the said party of the second part, his heirs and assigns forever from the encumbrance of said deed of trust. In witness whereof, the party of the first part has executed this deed to this 21st day of March, 1940.

H. B. O. Reilly

State of Missouri } In this 21st day of March, 1940, before me personally appearing of St. Louis, appeared H. B. O. Reilly, assignee of Andrew Hallweg Jr., to be known to be the person described in, and who executed the foregoing instrument, and acknowledged that he executed the same as his free act and deed. In testimony whereof, I have hereunto set my hand and official seal of my office in the city and State aforesaid, the day and year first above written. My term of office expires March 3, 1943.

Tr. B. Lang Notary Public  
Filed for Record Mar 22, 1940 at 9:11 o'clock A.M. Harold G. Donnell, Recorder of Deeds

DEED 1637-380

Handwritten notes at the bottom of the page, mostly illegible due to blurring and bleed-through.

Attachment: Olive Crest Deed Restrictions (2331 : #16-028 Comp Plan Adoption)



Filed from Mar 22, 1940 at 9 F. B. I. Field, Denver, Colorado

General Warranty deed this 11th day of March 1884 made and entered into this twenty first day of March nineteen hundred and forty by and between August Lang and Marguerite B. Lang his wife of the city of St. Louis State of Missouri parties of the first part and Harold Kachene and Wilfred Kachephin wife of the county of St. Louis State of Missouri parties of the second part in testimony that the said parties of the first part for and in consideration of the sum of Five Dollars paid by the said parties of the second part, the receipt of which is hereby acknowledged, sold by them present & lawful bargain and sell convey and confirm unto the said part - of the second part the following described Real Estate situated in the county of St. Louis and State of Missouri to wit: Northern 41.30 feet of Western one hundred and eighty feet of Lot Two and but then 18.70 feet of Western one hundred and eighty feet of Lot Three of Olive Crest first addition on page 13 Page 52 of St. Louis county Record fronting fifty feet on the East line of Denver Avenue by a depth laterally of one hundred and eighty feet subject to following conditions limitations and restrictions (1) No Drunken saloons haughty houses, vineyatable or business of any kind as there shall be erected, maintained or operated (2) No building shall be erected nearer than 4 feet from the East line of Denver Avenue and



1637-380

Raymond A. Rollbrink -

Valen C. Wolbrink -

Frederick H. Loeber  
Notary Public  
St. Louis County, Mo.

conspires August 28, 1940.

Frederick W. Locher Notary Public with

in and for said county and State.

filed at Bureau Mar 2, 1940 at 2<sup>41</sup> filed P. M. Kuchelg. Document raised of Bureau

C. Partial deed of Release Whereas, Kieff Hanley (single) by his deed of Trust, dated the twelfth day of August, 1929 and recorded in the Records of Deeds, in and for the County of St. Louis and State of Missouri, in Book 1019 at Page 22, conveyed to Little Sherrity Trust Co. (a corporation of Missouri) the property in said deed described, in trust, to secure to Andrew Hollweg Jr. the payment of certain certain said deed described and set forth, and whereas, the present owners of said property heretofore paid and satisfied said deed of Trust and note, and is justly and legally entitled to a partial release of said deed of Trust, and, therefore, the undersigned, H. B. O'Reilly, Engineer of Andrew Hollweg Jr., party of the first part, present holder and legal owner of said deed of Trust and note, does hereby Release and Quit claim unto the said Kieff Hanley and to present owners of said property, party of the second part, of the real estate in said deed of Trust described in the County of St. Louis and State of Missouri, to wit: the land 180 feet of lot 1, 180 feet of lot 2, and the land 180 feet of lot 3, all of which is a part of the land 180 feet of lot 3 of Block 13, Page 52 of the County Records, TO HAVE AND TO HOLD the same, with all the appurtenances thereto belonging unto the said party of the second part, free, clear and discharged from the encumbrance of said deed of Trust. In witness whereof the party of the first part has executed these presents this 21st day of March, 1940.

H. B. O'Reilly

State of Missouri, County of St. Louis, City of St. Louis, 1943, before me personally  
 City of St. Louis, appeared W. B. O'Reilly, Esquire, of Andrew Hallway Co., Inc.  
 known to be the person described in, and who executed the foregoing  
 instrument, and acknowledged that he executed the same as his free  
 act and deed in testimony whereof, I have hereunto set my hand and affixed  
 my official seal in the City and State aforesaid, the  
 day and year first above written. My Term expires  
 November 30, 1943. W. B. O'Reilly, Esquire, Notary Public,  
 City of St. Louis, Mo.  
 Filed for Record Mar. 22, 1944 at 9:45 a.m. in Book 12, Page 12, of the  
 1944

General Warranty deed this deed made and entered into this twenty first day of March nineteen hundred and forty, by and between Clarence F. Knudsen (single) of the city of Los Angeles State of Missouri party of the first part and August Henry and Marguerite A. Long, his wife of

[illegible]



angle to Deaver Avenue 180 feet; thence South and parallel to Deaver Avenue 70 feet; thence West and at right angles to Deaver Avenue 180 feet to the east line of Deaver Avenue; thence north along the east line of Deaver Avenue 70 feet to the point of beginning. Subject to the following restrictions: (1) No distillery, saloon, slaughter house, laundry, stock or business of any kind or other nuisance shall be erected, maintained or operated. (2) No building shall be erected nearer than 4 feet from the East line of Deaver Avenue and no building shall be erected 5 feet from either side lot line. (3) No building shall be erected on said premises of which the ground floor square foot area is less than 1000 square feet and to cost not less than \$5000. (4) No barn, shed or out building shall be erected or maintained nearer than 20 feet from the East line of Deaver Avenue nor 50 feet from the rear lot line, it is however agreed that a private garage may be a part of the residence. (5) No barn, shed or out building shall be erected except one detached single family dwelling and a one or two car garage. (6) An easement over the east 5 feet is hereby reserved for sewer, gas, light and water. (7) No person not a member of the Christian Church, shall ever acquire or use any estate or interest in said lot. TO HAVE AND TO HOLD the same, together with all rights and interest of the 2nd part, his heirs and assigns forever. The said party of the first part hereby covenants that he and his heirs, executors and administrators shall and will warrant and defend the title to the premises unto the said party of the second part, and to his heirs and assigns forever against the lawful claims of all persons whomsoever, excepting however, the general taxes for the calendar year 1940 and thereafter, and the special taxes becoming due after the date of this deed. In Witness Whereof, the said party of the first part has executed these presents the day and year first above written.

Clarence F. Hausladen

Good & V Stamp C.F.H. 12/40

State of Missouri, ss. On this second day of January, 1941, before me personally City of St. Louis appeared Clarence F. Hausladen single to me known to be the person described in and who executed the foregoing instrument, and he acknowledged that he executed the same as his free act and deed. and the said Clarence F. Hausladen further declares himself to be single and unmarried. In testimony Whereof, I have hereunto set my hand and affixed my official seal in the City of St. Louis, and state aforesaid, the day and year first above writing. Witness my hand and seal this 2nd day of January, 1941. At 10:17 O'clock A.M. Reuel J. Donworth, Recorder of Deeds.

Copy of Seal  
Reuel J. Donworth  
Notary Public  
City of St. Louis, Mo.  
Filed for Record Jan. 3, 1941

General Warranty Deed. This Deed, Made and entered into this second day of January, nineteen hundred and forty, by and between Rose Rockney and Will H. Bachman, her husband, as tenants by the entirety of the County of St. Louis State of Missouri parties of the first part, and M. Morle Schrierbaum of the County of St. Louis State of Missouri party of the second part. Witnesseth, that the said parties of the first part, for and in consideration of the sum of One Dollar and other valuable considerations paid by the said party of the second part, the receipt of which is hereby acknowledged; do by these presents that, Ratify and Sell, Convey and Confirm unto the said party of the second part, the following described Real Estate situated in the County of St. Louis, and City of Missouri, to wit: Lot 2, quarter 34 of Hampton Park, according to plat thereof recorded in Plat Book 9, page 94 of the St. Louis County Recorder's Office, together with improvements thereon known as 8000 South Drive, Hampton Park, Subject to First Deed of Trust of \$2,000.00 more or less. Subject to restrictions and covenants of record TO HAVE AND TO HOLD the same, together with all rights and appurtenances to the same belonging, unto the said party of the second part, and to her heirs and assigns forever. The said parties of the first part hereby covenants that they and their heirs, executors and administrators shall and will warrant and defend the title to the premises unto the said party of the second part, and to her heirs and assigns forever.

St Louis County Recorder's Office at a point in the east line of the road known as the 8000 South Drive, Hampton Park, Missouri and at right angles to the road.





## 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.

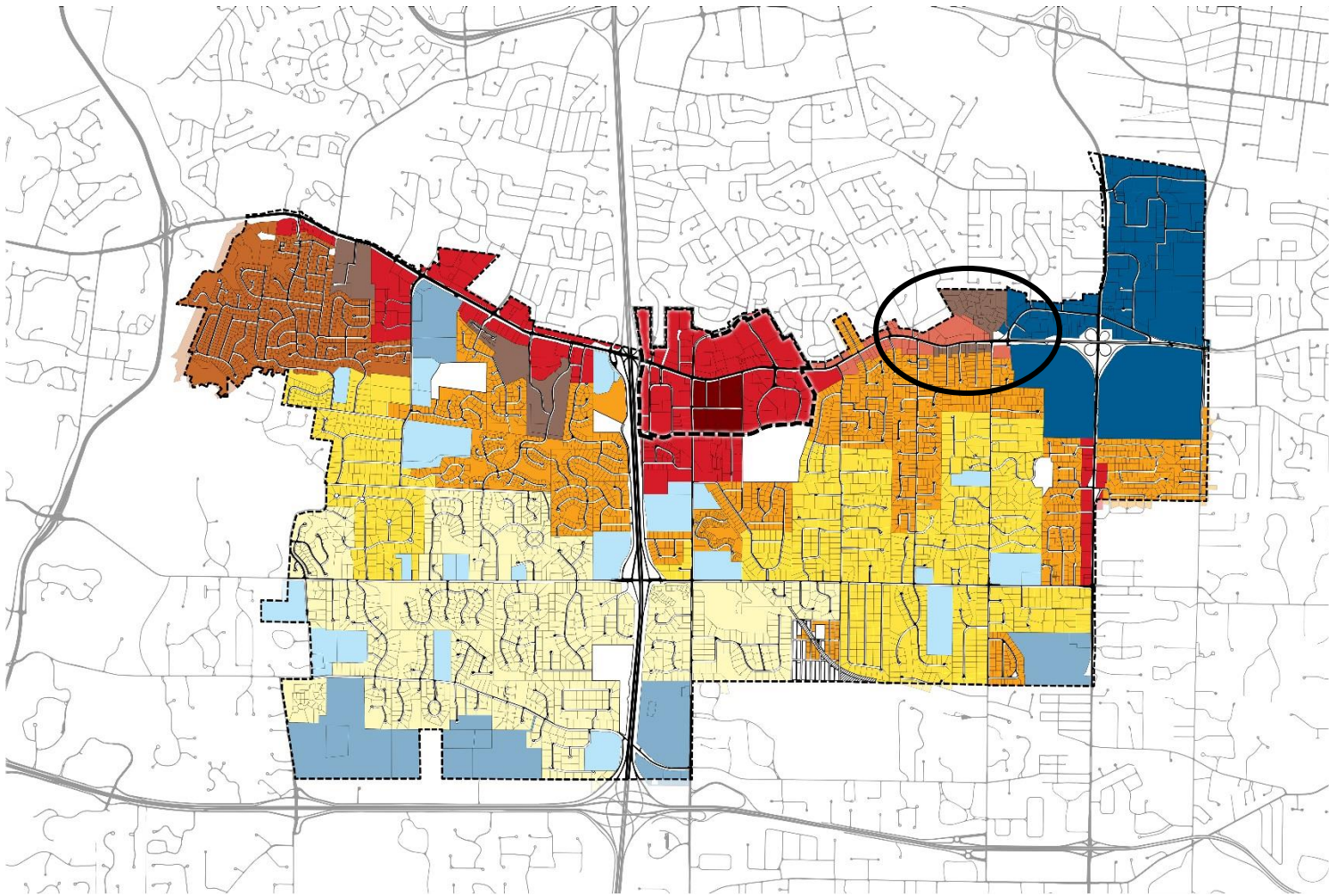
It is important to note that the Comprehensive Plan does not constitute a rezoning and no changes to the zoning designation of any property would automatically occur as a result of this plan. Any changes to the zoning code would require a public hearing and review by the Planning and Zoning Commission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



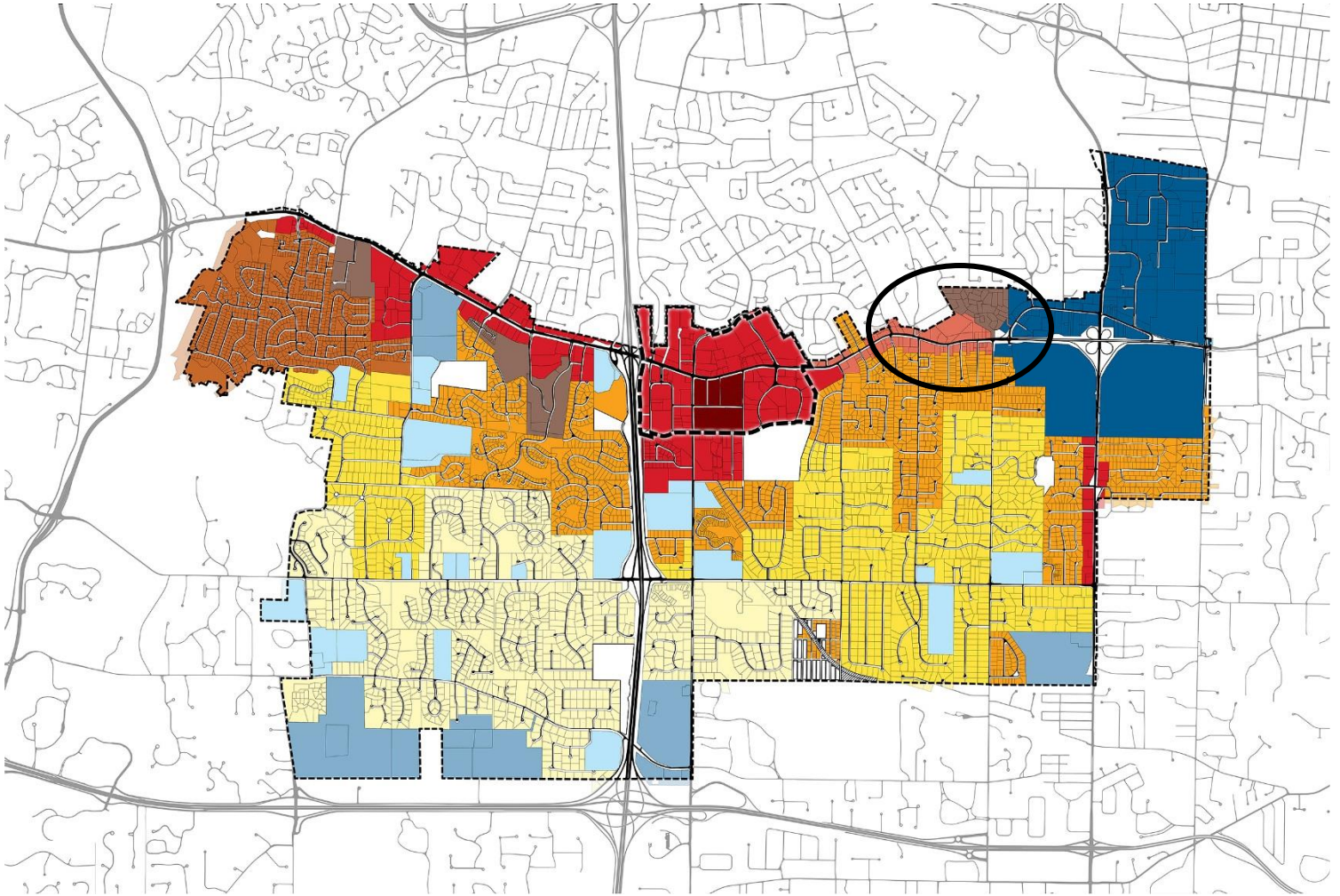
## Prior Community Place Type Map



- 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, 1<sup>st</sup> 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 Strategies**Before

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.





Whitney Kelly &lt;wkelly@crevecoeurmo.gov&gt;

**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 (2331 : #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](mailto:jjaggi@crevecoeurmo.gov)

[www.creve-coeur.org](http://www.creve-coeur.org)

Attachment: Public Comment received 2-17-17 (2331 : #16-028 Comp Plan Adoption)





Whitney Kelly &lt;wkelly@crevecoeurmo.gov&gt;

**Fw: Comp text**

1 message

L R &lt;lrezny@hotmail.com&gt;

Thu, Feb 16, 2017 at 5:35 PM

To: Jason Jaggi &lt;jjaggi@crevecoeurmo.gov&gt;, "wkelly@ci.creve-coeur.mo.us" &lt;wkelly@ci.creve-coeur.mo.us&gt;

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 (2331 : #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 &lt;wkelly@crevecoeurmo.gov&gt;

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**Comp Plan...a few more tweaks?**

1 message

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

Thu, Feb 9, 2017 at 10:49 AM

To: Barry Glantz &lt;bglantz@crevecoeurmo.gov&gt;, Deborah Ryan &lt;dryan@crevecoeurmo.gov&gt;, Mark Perkins &lt;mperkins@crevecoeurmo.gov&gt;, Jason Jaggi &lt;jjaggi@crevecoeurmo.gov&gt;, Whitney Kelly &lt;wkelly@crevecoeurmo.gov&gt;

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&amp;Z Commissioners.

Attachment: Public Comment 2 (2331 : #16-028 Comp Plan Adoption)









Whitney Kelly &lt;wkelly@crevecoeurmo.gov&gt;

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**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 (2331 : #16-028 Comp Plan Adoption)





Whitney Kelly &lt;wkelly@crevecoeurmo.gov&gt;

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## Zoning and Planning Meeting Tonight

1 message

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**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 (2331 : #16-028 Comp Plan Adoption)





Whitney Kelly &lt;wkelly@crevecoeurmo.gov&gt;

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**about voting**

1 message

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**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 (2331 : #16-028 Comp Plan Adoption)





Whitney Kelly &lt;wkelly@crevecoeurmo.gov&gt;

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**Fwd: Sona Ln**

1 message

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**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](mailto:wkelli@ci.creve-coeur.mo.us), [jjaggi@ci.creve-coeur.mo.us](mailto: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](mailto:jjaggi@crevecoeurmo.gov)

[www.creve-coeur.org](http://www.creve-coeur.org)

Attachment: Public Comment 6 (2331 : #16-028 Comp Plan Adoption)





Whitney Kelly &lt;wkelly@crevecoeurmo.gov&gt;

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## change in zoning classification of my property

1 message

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**Christine Obermeier** <cjobr26@sbcglobal.net>  
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>

Mon, Feb 6, 2017 at 5:25 PM

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 (2331 : #16-028 Comp Plan Adoption)





Whitney Kelly &lt;wkelly@crevecoeurmo.gov&gt;

## Re: Changes to comp plan

1 message

Jason Jaggi &lt;jjaggi@crevecoeurmo.gov&gt;

Mon, Feb 6, 2017 at 3:10 PM

To: L R &lt;lrezny@hotmail.com&gt;

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 (2331 : #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](mailto:jjaggi@crevecoeurmo.gov)

[www.creve-coeur.org](http://www.creve-coeur.org)

Attachment: Public Comment 8 (2331 : #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@crevecœurmo.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](mailto:jjaggi@crevecoeurmo.gov)

[www.creve-coeur.org](http://www.creve-coeur.org)

**Attachment: Public Comment 9 (2331 : #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](http://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 (2331 : #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 &lt;wkelly@crevecoeurmo.gov&gt;

## Fwd: Strategic Plan

1 message

Jason Jaggi &lt;jjaggi@crevecoeurmo.gov&gt;

Mon, Jan 23, 2017 at 5:44 PM

To: Tim Breihan &lt;breihan@h3studio.com&gt;, Whitney Kelly &lt;wkelly@crevecoeurmo.gov&gt;

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](mailto:richardkutta@earthlink.net)>

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

Subject: Strategic Plan

To: Jason Jaggi <[jjaggi@crevecoeurmo.gov](mailto: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.gov](mailto:jjaggi@crevecoeurmo.gov)[www.creve-coeur.org](http://www.creve-coeur.org)

**TOC.pdf**  
26K

Attachment: Public Comment received 1-23-2017 (2331 : #16-028 Comp Plan Adoption)





Jason Jaggi &lt;jjaggi@crevecoeurmo.gov&gt;

## Re: Comprehensive Plan Final Draft Available for Review

1 message

David McCoy &lt;dmc831@gmail.com&gt;

Sun, Jan 29, 2017 at 3:33 PM

To: Jason Jaggi &lt;jjaggi@crevecoeurmo.gov&gt;

Cc: Jason Valvero &lt;jvalvero@crevecoeurmo.gov&gt;, Ellen Lawrence &lt;ellenblawrence@yahoo.com&gt;

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 &lt;jjaggi@crevecoeurmo.gov&gt; 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](http://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](http://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 (2331 : #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](mailto:jjaggi@crevecoeurmo.gov)

[www.creve-coeur.org](http://www.creve-coeur.org)

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**Park\_Walking.pdf**  
35K

Attachment: Public Comment Received 1-29-17 (2331 : #16-028 Comp Plan Adoption)



## Table of Contents

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



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| <p><b>ABBY SCHABERG:</b><br/>[14] 60/9 61/3 61/6<br/>61/10 61/13 61/17 63/5<br/>63/7 63/13 63/22 64/2<br/>64/5 64/10 64/21</p> <p><b>CHAIRMAN KISTNER:</b><br/>[117]</p> <p><b>HAL HARRIS:</b> [2]<br/>58/16 60/5</p> <p><b>MR. CARNEY:</b> [12]<br/>2/9 3/9 22/9 22/13<br/>22/17 22/21 22/23<br/>44/22 45/8 45/11 47/23<br/>47/25</p> <p><b>MR. JAGGI:</b> [45] 2/23<br/>32/12 32/16 32/21<br/>34/11 34/25 35/15<br/>35/18 35/20 36/9 36/11<br/>37/8 37/10 37/13 37/25<br/>38/7 38/9 38/17 39/19<br/>39/22 40/21 40/25<br/>41/21 41/25 42/12<br/>42/17 42/22 45/15 46/3<br/>46/6 46/14 46/20 46/22<br/>47/2 47/5 48/21 49/10<br/>49/14 63/10 63/14<br/>63/17 64/12 65/15<br/>65/18 65/24</p> <p><b>MR. LUMLEY:</b> [1]<br/>2/20</p> <p><b>MR. MAGRUDER:</b> [18]<br/>2/13 3/8 19/16 36/7<br/>36/10 37/6 37/9 37/12<br/>37/24 40/6 42/15 47/9<br/>47/18 58/14 60/25 66/5<br/>66/23 67/4</p> <p><b>MR. ROVAK:</b> [28]<br/>2/15 40/7 40/11 40/15<br/>40/18 41/9 41/17 41/24<br/>43/23 44/4 44/9 44/15<br/>49/18 49/25 50/3 50/11<br/>50/15 50/23 51/2 51/10<br/>51/24 52/2 52/4 52/6<br/>52/9 52/11 52/13 67/7</p> <p><b>MR. TIMOTHY BREIHAN:</b> [75]</p> <p><b>MS. HALL:</b> [7] 7/5<br/>31/10 31/12 31/17<br/>31/25 32/20 32/23</p> <p><b>MS. KELLY:</b> [2] 3/1<br/>66/3</p> <p><b>MS. SILVERMAN:</b> [11]<br/>2/17 20/25 21/2 21/16<br/>21/21 22/1 38/10 41/3<br/>43/19 47/12 47/16</p> <p><b>MS. STUTTE:</b> [1] 3/4</p> <p><b>TIM PLUNKETT:</b> [7]<br/>65/7 65/13 65/17 65/20<br/>65/23 66/1 66/7</p> <p><b>TOBY MARFINE:</b> [3]<br/>52/23 55/13 55/18</p> <p><b>VOICE:</b> [1] 61/16</p> <p><b>\$</b></p> <p><b>\$50,000</b> [1] 12/25</p> | <p><b>'70s</b> [1] 54/4</p> <p><b>--it's</b> [1] 63/22</p> <p><b>.3</b> [1] 12/22<br/><b>.3 percent</b> [1] 12/22</p> <p><b>0</b></p> <p><b>028</b> [2] 1/9 67/1</p> <p><b>1</b></p> <p><b>1,000</b> [1] 15/21<br/><b>1.10</b> [1] 33/20<br/><b>10</b> [1] 53/2<br/><b>10 percent</b> [1] 15/4<br/><b>10,000</b> [1] 14/9<br/><b>115,000</b> [1] 13/24<br/><b>14</b> [1] 33/10<br/><b>15</b> [1] 11/18<br/><b>150</b> [2] 60/11 64/20<br/><b>16</b> [1] 58/17<br/><b>16-028</b> [2] 1/9 67/1<br/><b>18/7</b> [2] 24/6 33/3</p> <p><b>2</b></p> <p><b>2.1</b> [1] 39/4<br/><b>2.26</b> [1] 22/15<br/><b>2.3</b> [1] 39/4<br/><b>2.5</b> [1] 51/17<br/><b>20</b> [2] 1/5 16/24<br/><b>20 percent</b> [1] 14/13<br/><b>2002</b> [5] 5/25 6/9 8/12<br/>9/25 25/22<br/><b>2008</b> [1] 16/21<br/><b>2010</b> [1] 16/25<br/><b>2015</b> [3] 8/8 11/7 13/21<br/><b>2016</b> [4] 1/5 2/5 11/11<br/>67/2<br/><b>2030</b> [1] 6/4<br/><b>20th</b> [2] 2/4 5/8<br/><b>21</b> [2] 21/3 21/3<br/><b>21st</b> [1] 5/10<br/><b>2259</b> [1] 1/23<br/><b>24/7</b> [2] 33/5 33/12<br/><b>240,000</b> [1] 13/14<br/><b>25</b> [5] 16/24 21/10<br/>21/12 21/14 53/9</p> <p><b>3</b></p> <p><b>3.4</b> [1] 31/14<br/><b>300</b> [1] 1/4<br/><b>314</b> [2] 1/22 1/23<br/><b>35</b> [2] 21/12 22/9</p> <p><b>4</b></p> <p><b>4.2</b> [4] 39/14 39/21<br/>39/22 39/23<br/><b>4.4</b> [1] 39/24<br/><b>4.5</b> [2] 26/7 42/19<br/><b>400</b> [1] 60/12<br/><b>44</b> [1] 33/17<br/><b>45</b> [2] 23/8 33/17<br/><b>4772</b> [1] 1/22<br/><b>487-2259</b> [1] 1/23</p> | <p><b>5</b></p> <p><b>5.1</b> [5] 43/3 44/2 44/11<br/>44/17 45/3<br/><b>5.3</b> [1] 26/23<br/><b>5.5</b> [1] 27/9<br/><b>51</b> [1] 23/8<br/><b>53,000</b> [1] 13/21<br/><b>55</b> [1] 64/19</p> <p><b>6</b></p> <p><b>6.1</b> [5] 43/3 44/3 44/20<br/>44/23 45/3<br/><b>6.11</b> [1] 45/6<br/><b>6.2</b> [1] 46/2<br/><b>6.8</b> [1] 28/6<br/><b>6.9</b> [1] 46/8<br/><b>60</b> [1] 15/4<br/><b>63105</b> [1] 60/12<br/><b>63128</b> [1] 1/23<br/><b>65</b> [2] 13/4 19/6<br/><b>67</b> [1] 23/12<br/><b>6:30</b> [2] 1/6 66/18<br/><b>6th</b> [7] 24/12 24/21<br/>25/6 26/21 27/21 28/5<br/>28/24</p> <p><b>7</b></p> <p><b>7.3</b> [1] 29/6<br/><b>7.5</b> [2] 29/13 58/24<br/><b>7.6</b> [1] 48/1<br/><b>7.7</b> [1] 30/10<br/><b>7.7 and</b> [1] 49/24<br/><b>7.8</b> [2] 30/10 50/1<br/><b>7.9</b> [1] 50/2<br/><b>7600</b> [1] 13/8<br/><b>7:50</b> [1] 67/14<br/><b>7th</b> [2] 5/9 66/17</p> <p><b>9</b></p> <p><b>96 percent</b> [1] 13/22<br/><b>9841</b> [1] 65/8</p> <p><b>A</b></p> <p><b>Abby</b> [2] 60/9 60/10<br/><b>ability</b> [2] 15/11 36/6<br/><b>able</b> [3] 58/23 60/24<br/>64/9<br/><b>about</b> [31] 10/13 10/19<br/>12/22 14/11 15/10<br/>15/11 26/11 26/12 27/9<br/>32/7 34/25 38/6 39/6<br/>39/16 44/7 44/10 44/17<br/>44/20 44/24 47/2 48/4<br/>48/9 51/23 51/24 53/4<br/>54/9 54/19 56/22 59/7<br/>63/22 63/25<br/><b>absent</b> [2] 2/11 2/19<br/><b>absolute</b> [1] 34/16<br/><b>absolutely</b> [7] 11/2<br/>11/17 11/20 20/19<br/>32/12 40/5 65/12<br/><b>accepted</b> [1] 51/12<br/><b>access</b> [4] 16/3 17/22<br/>17/22 49/5<br/><b>accessibility</b> [1] 24/18<br/><b>accessible</b> [2] 26/18<br/>48/3<br/><b>accommodations</b> [1]</p> | <p>28/16<br/><b>according</b> [3] 7/22<br/>22/18 23/22<br/><b>account</b> [1] 12/12<br/><b>accurate</b> [1] 68/10<br/><b>achieve</b> [3] 6/14 9/7<br/>15/14<br/><b>acknowledges</b> [1]<br/>5/20<br/><b>acre</b> [1] 48/13<br/><b>acreage</b> [1] 15/19<br/><b>acres</b> [1] 15/21<br/><b>across</b> [1] 57/10<br/><b>action</b> [10] 6/11 9/14<br/>9/14 16/25 17/2 17/5<br/>28/20 29/8 29/11 58/20<br/><b>actions</b> [1] 7/11<br/><b>Active</b> [1] 47/17<br/><b>activities</b> [2] 7/25 8/1<br/><b>activity</b> [4] 33/11<br/>33/13 37/24 48/21<br/><b>actually</b> [6] 15/6 15/9<br/>36/24 37/21 47/1 48/17<br/><b>add</b> [5] 32/17 39/18<br/>40/1 42/9 42/11<br/><b>added</b> [3] 28/21 29/13<br/>58/25<br/><b>adding</b> [1] 11/13<br/><b>additional</b> [6] 11/8<br/>28/19 28/20 31/21<br/>48/20 56/19<br/><b>additions</b> [1] 51/21<br/><b>address</b> [11] 4/13<br/>23/24 42/9 46/9 52/23<br/>52/25 53/2 60/16 60/18<br/>65/7 65/15<br/><b>addressing</b> [2] 10/11<br/>61/3<br/><b>adds</b> [1] 29/25<br/><b>adjacent</b> [1] 62/19<br/><b>adjourn</b> [3] 66/23 67/4<br/>67/5<br/><b>adjourned</b> [1] 67/14<br/><b>administered</b> [1]<br/>41/11<br/><b>administration</b> [4]<br/>7/19 41/8 41/9 41/15<br/><b>administrative</b> [4]<br/>40/2 40/9 40/12 41/5<br/><b>adopt</b> [2] 56/14 56/14<br/><b>adopted</b> [4] 7/13 7/15<br/>17/1 29/8<br/><b>adoption</b> [4] 1/10 3/24<br/>28/17 29/7<br/><b>advice</b> [1] 50/17<br/><b>advocate</b> [1] 34/14<br/><b>advocating</b> [1] 31/23<br/><b>after</b> [3] 4/9 46/3 46/20<br/><b>again</b> [12] 12/8 16/15<br/>18/5 23/21 24/19 25/4<br/>26/11 28/3 28/19 30/23<br/>32/14 45/24<br/><b>age</b> [8] 18/1 19/5<br/>21/10 21/12 21/22 22/7<br/>22/7 22/8<br/><b>agency</b> [2] 30/24<br/>36/18<br/><b>agenda</b> [3] 3/6 3/8</p> | <p>3/18<br/><b>ages</b> [1] 13/4<br/><b>aging</b> [2] 18/21 56/21<br/><b>ago</b> [3] 46/11 47/2<br/>50/13<br/><b>agree</b> [3] 34/24 39/3<br/>51/2<br/><b>Agreement</b> [1] 16/20<br/><b>agrees</b> [1] 37/1<br/><b>ahead</b> [3] 26/13 31/12<br/>60/18<br/><b>all</b> [37] 3/13 3/14 7/14<br/>12/13 12/23 19/1 23/9<br/>23/16 23/19 25/11 28/4<br/>29/16 30/1 30/5 31/3<br/>37/21 38/2 39/3 40/15<br/>41/9 42/17 42/23 43/1<br/>45/13 50/4 56/6 56/11<br/>56/21 56/21 56/25<br/>60/19 60/25 65/11 66/9<br/>66/20 67/10 67/11<br/><b>all I</b> [1] 50/4<br/><b>allowed</b> [1] 62/13<br/><b>almost</b> [1] 55/10<br/><b>alone</b> [1] 14/24<br/><b>along</b> [6] 14/24 31/25<br/>50/17 52/10 55/3 64/8<br/><b>already</b> [4] 46/14<br/>48/24 48/25 59/4<br/><b>also</b> [21] 8/5 8/14 13/4<br/>14/4 18/19 24/20 25/21<br/>28/16 30/22 31/23 34/7<br/>39/24 42/7 48/11 48/22<br/>57/4 59/12 59/24 60/1<br/>60/5 62/6<br/><b>alter</b> [1] 36/7<br/><b>alteration</b> [1] 35/8<br/><b>alternative</b> [1] 44/21<br/><b>although</b> [1] 34/14<br/><b>always</b> [2] 39/19 54/4<br/><b>amazing</b> [1] 56/4<br/><b>ambiguous</b> [1] 32/19<br/><b>amenities</b> [8] 10/9<br/>16/5 16/6 17/21 18/25<br/>25/7 25/10 44/18<br/><b>amenity</b> [1] 18/8<br/><b>amenity-rich</b> [1] 18/8<br/><b>among</b> [3] 15/2 15/2<br/>15/15<br/><b>amount</b> [3] 26/18 36/3<br/>48/4<br/><b>analysis</b> [1] 14/21<br/><b>and other</b> [1] 9/18<br/><b>Another</b> [1] 15/7<br/><b>answer</b> [1] 46/19<br/><b>any</b> [15] 10/3 10/17<br/>11/23 19/15 19/16<br/>26/11 31/5 31/6 35/4<br/>38/4 39/1 45/25 52/16<br/>63/9 66/10<br/><b>anybody</b> [7] 3/17<br/>11/23 12/4 31/8 32/25<br/>35/5 64/25<br/><b>anybody's</b> [1] 63/24<br/><b>anyone</b> [4] 4/10 4/23<br/>20/24 47/23<br/><b>anything</b> [2] 12/3<br/>66/14</p> |
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| <p><b>A</b></p> <p>anywhere [1] 39/1</p> <p>apartments [1] 60/21</p> <p>appendix [2] 9/18 64/20</p> <p>applaud [1] 53/22</p> <p>APPLICATION [2] 1/9 67/1</p> <p>applications [1] 56/7</p> <p>apply [2] 37/7 47/8</p> <p>appreciate [1] 58/8</p> <p>appropriate [5] 27/16 33/14 41/3 47/13 62/11</p> <p>appropriately [1] 38/13</p> <p>approve [2] 3/8 3/16</p> <p>approximately [2] 13/14 13/24</p> <p>April [2] 8/17 11/11</p> <p>April of [1] 11/11</p> <p>architectural [2] 36/23 36/24</p> <p>architecturally [2] 36/1 36/2</p> <p>are [108]</p> <p>area [3] 14/14 59/13 62/14</p> <p>areas [6] 10/5 15/12 17/24 21/14 21/18 38/4</p> <p>aren't [1] 57/7</p> <p>around [5] 7/24 8/23 9/7 22/5 56/20</p> <p>arrangements [1] 65/25</p> <p>articulated [3] 25/14 27/1 28/3</p> <p>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</p> <p>as a [1] 48/21</p> <p>ask [3] 4/10 12/6 55/11</p> <p>asked [2] 58/21 66/7</p> <p>asking [3] 55/15 55/16 66/3</p> <p>assess [1] 8/12</p> <p>assessed [1] 27/2</p> <p>assessment [2] 27/7 39/9</p> <p>assessments [1] 27/4</p> <p>asset [1] 57/9</p> <p>assets [4] 6/21 16/3 16/6 18/23</p> <p>Assistant [2] 1/17 3/4</p> | <p>Assistant/Recording [2] 1/17 3/4</p> <p>associated [1] 35/10</p> <p>Association [1] 49/2</p> <p>assume [1] 22/11</p> <p>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</p> <p>ATTENDANCE [1] 1/12</p> <p>attention [5] 6/2 28/9 45/19 49/23 59/3</p> <p>Attorney [2] 1/16 2/20</p> <p>attract [2] 18/1 19/10</p> <p>attracted [1] 18/15</p> <p>attracting [1] 14/10</p> <p>audience [3] 3/17 20/24 65/1</p> <p>authority [1] 34/20</p> <p>automobile [1] 27/25</p> <p>available [2] 23/16 31/4</p> <p>average [1] 22/15</p> <p>aware [1] 46/16</p> <p>away [4] 50/20 50/20 50/21 53/2</p> <p>aways [1] 12/20</p> <p>aye [4] 3/14 3/15 67/11 67/12</p> <p><b>B</b></p> <p>baby [2] 17/15 18/6</p> <p>back [8] 8/20 17/13 23/18 38/19 38/19 39/2 43/20 64/10</p> <p>backbone [1] 51/14</p> <p>Background [2] 4/3 5/18</p> <p>bad [2] 40/19 50/17</p> <p>BALLAS [3] 1/4 53/1 53/6</p> <p>base [3] 13/21 18/25 19/12</p> <p>based [4] 9/11 14/9 28/25 29/13</p> <p>basically [7] 8/23 9/18 13/8 21/9 26/8 26/8 33/9</p> <p>basis [1] 49/17</p> <p>be [92]</p> <p>be the [1] 34/3</p> <p>because [19] 4/18 15/16 18/10 18/11 23/11 34/16 34/21</p> | <p>35/14 35/18 36/2 40/2 44/24 45/24 53/23 57/5 58/19 58/24 60/24 62/11</p> <p>because we're [1] 35/18</p> <p>become [1] 24/6</p> <p>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</p> <p>before [4] 23/5 27/2 66/14 66/17</p> <p>begin [2] 4/5 16/6</p> <p>beginning [2] 16/19 19/21</p> <p>behalf [1] 60/13</p> <p>behind [1] 43/9</p> <p>being [5] 13/11 18/11 27/2 38/3 57/12</p> <p>believe [6] 19/8 35/24 57/19 60/22 62/3 62/10</p> <p>benchmarking [1] 16/24</p> <p>benchmarks [1] 29/11</p> <p>beneficial [2] 30/8 34/5</p> <p>benefit [1] 55/1</p> <p>best [3] 50/8 51/6 51/19</p> <p>Beth [1] 1/13</p> <p>better [6] 15/13 15/22 16/3 24/6 27/25 41/4</p> <p>between [4] 15/4 44/14 45/3 59/1</p> <p>bicycle [7] 28/16 43/5 43/14 44/22 45/7 59/25 59/25</p> <p>bicycling [1] 59/24</p> <p>big [3] 45/20 66/17 66/20</p> <p>bigger [1] 63/21</p> <p>biggest [3] 14/3 14/4 16/1</p> <p>bike [1] 16/5</p> <p>bikeability [1] 28/2</p> <p>bikeable [2] 10/7 17/21</p> <p>bionic [1] 65/10</p> <p>bit [11] 6/8 30/21 32/18 35/18 38/6 39/7 42/20 49/23 51/4 51/7 51/14</p> <p>boomers [2] 17/15 18/6</p> <p>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</p> <p>bought [1] 57/12</p> <p>Boulevard [2] 14/24 31/16</p> <p>boundaries [1] 49/16</p> <p>boundary [1] 49/7</p> | <p>bounded [1] 62/7</p> <p>breaking [1] 40/13</p> <p>brief [2] 5/13 61/19</p> <p>Briehan [1] 4/6</p> <p>bring [1] 39/2</p> <p>broad [2] 30/21 30/22</p> <p>broad-reaching [1] 30/22</p> <p>broaden [2] 36/4 42/4</p> <p>broader [2] 21/15 40/23</p> <p>broadly [1] 23/21</p> <p>brokers [1] 53/12</p> <p>brought [5] 28/9 49/22 59/3 60/23 61/8</p> <p>buffer [1] 62/11</p> <p>building [1] 37/3</p> <p>buildings [3] 36/19 37/5 56/9</p> <p>builds [1] 6/4</p> <p>built [9] 15/1 15/5 15/8 16/16 17/7 18/18 18/19 54/3 62/4</p> <p>built-out [1] 16/16</p> <p>bunch [2] 55/11 55/15</p> <p>bureau [2] 20/1 20/4</p> <p>bus [2] 31/22 31/22</p> <p>business [11] 6/6 6/20 10/4 14/15 14/18 19/22 25/2 53/7 53/10 53/25 56/12</p> <p>businesses [7] 14/12 18/7 18/8 30/1 30/6 42/25 59/13</p> <p>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</p> <p><b>C</b></p> <p>cadre [1] 42/10</p> <p>calibrate [1] 15/13</p> <p>call [2] 2/1 2/8</p> <p>called [1] 36/17</p> <p>calming [3] 46/9 46/24 46/25</p> <p>came [3] 23/25 50/17 63/22</p> <p>Campbell [1] 58/20</p> <p>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</p> | <p>38/18 38/18 38/19 43/25 46/17 46/17</p> <p>6.1.w</p> <p>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</p> <p>can't [2] 13/9 36/6</p> <p>capita [2] 48/11 49/17</p> <p>capitalize [2] 17/25 24/25</p> <p>capitalizing [1] 6/19</p> <p>capture [1] 42/15</p> <p>car [1] 13/24</p> <p>card [1] 65/2</p> <p>cards [4] 4/11 4/11 11/25 52/20</p> <p>career [1] 21/12</p> <p>careful [2] 45/16 56/22</p> <p>Carl [2] 1/16 2/20</p> <p>Carney [3] 1/13 2/9 3/12</p> <p>carried [1] 25/21</p> <p>cars [1] 45/4</p> <p>case [2] 44/1 46/12</p> <p>catchwords [1] 50/7</p> <p>category [1] 21/16</p> <p>CCR [6] 1/22 1/22 68/13 68/13 68/14 68/14</p> <p>census [2] 19/25 20/4</p> <p>center [6] 13/9 25/2 53/7 54/5 56/20 57/8</p> <p>centers [2] 18/8 54/5</p> <p>Central [1] 56/12</p> <p>Centre [1] 60/22</p> <p>certainly [6] 23/18 34/13 38/20 45/15 52/14 63/19</p> <p>Certified [3] 68/5 68/6 68/6</p> <p>certifies [1] 36/18</p> <p>certify [1] 68/7</p> <p>chair [6] 1/13 3/15 47/10 58/20 63/11 67/12</p> <p>challenges [1] 16/1</p> <p>Chamber [1] 66/18</p> <p>champion [1] 37/19</p> <p>chance [1] 58/8</p> <p>change [8] 32/23 36/6 39/3 46/4 53/25 56/8 57/10 63/1</p> <p>changed [1] 25/5</p> <p>changes [1] 9/3</p> <p>changing [5] 16/10 53/23 53/24 56/6 57/4</p> <p>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</p> <p>chapters [4] 4/2 4/7 5/11 5/13</p> <p>character [3] 14/12 15/14 57/22</p> <p>children [1] 55/1</p> |
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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 6.1.w                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      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| <p><b>choose</b> [1] 20/11</p> <p><b>churches</b> [1] 35/21</p> <p><b>cities</b> [1] 57/23</p> <p><b>citizen</b> [2] 29/21 59/21</p> <p><b>citizens</b> [1] 13/11</p> <p><b>city</b> [81]</p> <p><b>city's</b> [17] 7/9 7/12<br/>7/19 14/13 14/14 14/22<br/>19/3 25/24 26/10 30/13<br/>30/13 38/21 39/25<br/>40/23 53/23 54/12<br/>66/25</p> <p><b>city-owned</b> [3] 27/12<br/>29/18 30/3</p> <p><b>city-wide</b> [3] 9/12<br/>28/18 48/2</p> <p><b>civic</b> [1] 6/21</p> <p><b>clarification</b> [3] 28/20<br/>30/9 34/13</p> <p><b>clarify</b> [4] 20/11 26/5<br/>28/21 33/18</p> <p><b>clarifying</b> [1] 27/7</p> <p><b>clarity</b> [1] 46/1</p> <p><b>clearly</b> [1] 53/23</p> <p><b>client</b> [1] 8/14</p> <p><b>Climate</b> [6] 16/25 17/2<br/>17/5 29/8 29/11 58/20</p> <p><b>close</b> [1] 20/17</p> <p><b>closely</b> [1] 56/13</p> <p><b>Club</b> [1] 27/14</p> <p><b>co</b> [1] 58/20</p> <p><b>co-chair</b> [1] 58/20</p> <p><b>code</b> [5] 14/22 15/3<br/>15/9 15/13 15/16</p> <p><b>COEUR</b> [38] 1/3 4/4<br/>5/20 6/4 8/25 13/20<br/>13/23 14/13 16/16 17/2<br/>17/16 18/17 18/23 24/4<br/>24/15 24/24 25/8 25/12<br/>26/3 26/16 27/5 27/14<br/>27/23 29/3 29/16 30/1<br/>30/5 30/19 33/14 37/6<br/>41/23 45/1 49/5 53/1<br/>53/6 57/19 62/14 62/17</p> <p><b>Coeur's</b> [1] 33/20</p> <p><b>collaboratively</b> [1]<br/>32/7</p> <p><b>collect</b> [2] 8/11 8/21</p> <p><b>collection</b> [1] 37/4</p> <p><b>college</b> [1] 21/11</p> <p><b>combined</b> [1] 26/6</p> <p><b>come</b> [14] 3/19 4/12<br/>4/19 16/12 51/1 51/15<br/>52/18 52/23 55/11<br/>57/11 58/21 63/12<br/>64/10 65/3</p> <p><b>comes</b> [1] 15/12</p> <p><b>comfortable</b> [1] 49/12</p> <p><b>coming</b> [4] 2/12 30/23<br/>55/14 66/22</p> <p><b>comment</b> [12] 4/14<br/>12/4 19/19 20/25 29/20<br/>29/21 30/8 34/12 36/11<br/>46/7 48/22 55/6</p> <p><b>comments</b> [14] 4/9<br/>12/6 23/17 31/7 52/17<br/>53/16 54/16 54/16</p> | <p>54/17 61/18 62/15<br/>62/21 62/25 66/10</p> <p><b>commercial</b> [3] 15/11<br/>24/25 62/12</p> <p><b>COMMISSION</b> [14] 1/2<br/>2/4 4/8 8/4 10/17 11/23<br/>25/18 25/18 31/8 34/6<br/>34/23 52/17 63/10 67/2</p> <p><b>Committee</b> [6] 29/15<br/>46/11 47/2 47/8 47/11<br/>59/18</p> <p><b>communicating</b> [1]<br/>7/8</p> <p><b>communities</b> [3] 5/21<br/>13/12 17/21</p> <p><b>community</b> [40] 1/16<br/>2/22 6/19 6/25 7/23<br/>7/24 9/21 9/25 10/5<br/>10/7 10/8 10/8 10/8<br/>14/12 14/18 15/14<br/>15/15 16/16 17/23<br/>18/23 19/9 23/24 24/2<br/>24/3 24/6 24/23 25/3<br/>25/7 25/10 26/18 28/22<br/>29/4 31/14 33/2 33/11<br/>33/14 42/3 44/2 49/4<br/>64/18</p> <p><b>community-wide</b> [1]<br/>44/2</p> <p><b>Comp</b> [1] 8/13</p> <p><b>company</b> [2] 57/12<br/>58/2</p> <p><b>compared</b> [1] 58/4</p> <p><b>comparing</b> [1] 15/1</p> <p><b>competitive</b> [1] 19/8</p> <p><b>Complete</b> [2] 28/13<br/>28/18</p> <p><b>composite</b> [1] 64/19</p> <p><b>comprehensive</b> [13]<br/>1/10 2/7 3/25 5/12 5/25<br/>6/9 6/22 7/13 43/4<br/>50/24 61/20 62/2 67/1</p> <p><b>compromise</b> [1] 14/14</p> <p><b>conceived</b> [1] 18/12</p> <p><b>conceiving</b> [1] 43/14</p> <p><b>concerned</b> [1] 59/7</p> <p><b>concise</b> [1] 55/5</p> <p><b>conclude</b> [1] 62/24</p> <p><b>concludes</b> [5] 10/15<br/>19/13 30/25 31/1 58/7</p> <p><b>conclusion</b> [3] 9/20<br/>18/17 23/14</p> <p><b>conditions</b> [2] 9/1<br/>12/9</p> <p><b>conducted</b> [5] 8/3 8/5<br/>8/7 8/14 8/18</p> <p><b>conducting</b> [1] 28/15</p> <p><b>congestion</b> [3] 10/7<br/>16/14 28/1</p> <p><b>congratulate</b> [1] 59/20</p> <p><b>conjunction</b> [2] 8/3<br/>24/2</p> <p><b>connect</b> [2] 16/2 43/7</p> <p><b>connecting</b> [1] 44/19</p> <p><b>connection</b> [1] 62/17</p> <p><b>connections</b> [1] 44/13</p> <p><b>connectivity</b> [2] 27/22<br/>44/8</p> | <p><b>consider</b> [3] 14/16<br/>28/17 62/25</p> <p><b>considered</b> [1] 35/25</p> <p><b>consist</b> [1] 18/20</p> <p><b>consistent</b> [3] 7/11<br/>62/4 62/14</p> <p><b>consolidated</b> [1]<br/>39/11</p> <p><b>construct</b> [1] 38/5</p> <p><b>consultant</b> [2] 4/6<br/>4/16</p> <p><b>consultant's</b> [1] 55/7</p> <p><b>consultation</b> [1] 6/16</p> <p><b>contact</b> [1] 65/17</p> <p><b>content</b> [4] 5/13 10/18<br/>23/5 31/1</p> <p><b>context</b> [2] 33/12 64/5</p> <p><b>continually</b> [1] 26/24</p> <p><b>continue</b> [9] 6/18<br/>11/10 19/7 19/10 39/25<br/>40/23 54/6 54/7 66/24</p> <p><b>Continuing</b> [1] 43/24</p> <p><b>continuity</b> [1] 11/16</p> <p><b>contracts</b> [1] 41/15</p> <p><b>contribute</b> [1] 19/2</p> <p><b>control</b> [9] 25/24 26/3<br/>26/10 32/4 34/15 38/22<br/>42/23 59/11 59/14</p> <p><b>conversation</b> [3]<br/>53/19 54/20 58/8</p> <p><b>conversations</b> [1]<br/>59/1</p> <p><b>Conway</b> [2] 27/15<br/>34/10</p> <p><b>coordinate</b> [1] 7/10</p> <p><b>copy</b> [3] 65/11 65/22<br/>66/5</p> <p><b>core</b> [1] 8/1</p> <p><b>corner</b> [4] 53/1 53/6<br/>54/1 58/6</p> <p><b>Correct</b> [3] 52/4 52/6<br/>52/9</p> <p><b>corresponding</b> [1]<br/>13/4</p> <p><b>corridor</b> [1] 31/25</p> <p><b>cortex</b> [2] 14/7 14/10</p> <p><b>could</b> [26] 13/14 14/9<br/>31/23 35/7 39/10 39/11<br/>39/18 40/23 42/8 42/9<br/>42/10 42/11 42/16 45/2<br/>45/12 45/14 45/24 47/8<br/>48/10 48/16 48/16<br/>48/17 51/22 56/10 65/3<br/>65/6</p> <p><b>could -- it</b> [1] 48/16</p> <p><b>Council</b> [2] 54/19<br/>66/18</p> <p><b>Country</b> [2] 58/18 65/8</p> <p><b>county</b> [5] 37/17 37/18<br/>37/20 37/21 68/2</p> <p><b>couple</b> [2] 17/11 55/6</p> <p><b>court</b> [5] 1/21 4/22<br/>65/5 68/5 68/6</p> <p><b>covenants</b> [1] 35/9</p> <p><b>cover</b> [1] 4/1</p> <p><b>cracks</b> [2] 59/10 59/16</p> <p><b>created</b> [1] 6/10</p> <p><b>creating</b> [2] 11/4 21/4</p> | <p><b>creation</b> [1] 46/3</p> <p><b>CREVE</b> [39] 1/3 4/3<br/>5/20 6/4 8/25 13/20<br/>13/23 14/12 16/16 17/2<br/>17/15 18/17 18/23 24/4<br/>24/14 24/24 25/8 25/11<br/>26/3 26/15 27/5 27/14<br/>27/23 29/3 29/16 30/1<br/>30/5 30/19 33/14 33/20<br/>37/6 41/23 45/1 49/5<br/>52/25 53/6 57/19 62/14<br/>62/17</p> <p><b>criteria</b> [3] 36/12 36/16<br/>36/21</p> <p><b>critical</b> [2] 53/21 53/22</p> <p><b>Crossing</b> [1] 60/15</p> <p><b>crossings</b> [1] 45/8</p> <p><b>CSR</b> [3] 1/22 68/13<br/>68/14</p> <p><b>cull</b> [3] 41/13 42/6<br/>46/13</p> <p><b>culling</b> [2] 40/25 45/18</p> <p><b>current</b> [6] 6/5 6/9<br/>12/20 14/22 15/3 15/16</p> <p><b>currently</b> [12] 8/13<br/>13/10 14/10 14/23 15/5<br/>15/8 17/3 21/19 61/20<br/>62/1 62/4 62/5</p> <p><b>Cushman</b> [2] 53/8<br/>58/1</p> <p><b>D</b></p> <p><b>daily</b> [1] 13/24</p> <p><b>damaging</b> [1] 56/11</p> <p><b>Dan</b> [1] 1/14</p> <p><b>dangerous</b> [1] 44/25</p> <p><b>data</b> [2] 12/13 12/14</p> <p><b>date</b> [3] 11/13 27/8<br/>63/18</p> <p><b>dates</b> [1] 11/5</p> <p><b>day</b> [7] 33/9 53/11<br/>54/22 54/25 58/1 66/17<br/>66/17</p> <p><b>days</b> [1] 33/10</p> <p><b>deal</b> [1] 30/10</p> <p><b>dealing</b> [2] 29/15<br/>44/12</p> <p><b>deals</b> [1] 26/23</p> <p><b>dealt</b> [1] 25/22</p> <p><b>Deborah</b> [3] 1/22 68/4<br/>68/14</p> <p><b>decade</b> [1] 46/11</p> <p><b>decides</b> [1] 4/23</p> <p><b>decisions</b> [1] 7/10</p> <p><b>deep</b> [1] 41/12</p> <p><b>defined</b> [2] 30/17<br/>30/19</p> <p><b>defining</b> [1] 21/6</p> <p><b>definitely</b> [1] 32/22</p> <p><b>definition</b> [1] 33/2</p> <p><b>delivered</b> [1] 42/24</p> <p><b>demand</b> [5] 13/6 13/10<br/>13/13 13/13 54/25</p> <p><b>demographic</b> [5] 9/3<br/>12/11 12/19 17/13<br/>57/21</p> <p><b>demographics</b> [11]<br/>17/14 17/16 22/18</p> | <p>53/24 57/4 57/13 57/14<br/>57/25 58/3 58/6</p> <p><b>demolish</b> [1] 36/6</p> <p><b>demolition</b> [1] 35/8</p> <p><b>densities</b> [1] 15/4</p> <p><b>density</b> [1] 15/2</p> <p><b>department</b> [3] 37/18<br/>41/6 42/7</p> <p><b>departure</b> [1] 6/8</p> <p><b>describe</b> [1] 60/24</p> <p><b>deserved</b> [1] 42/8</p> <p><b>design</b> [2] 28/8 51/12</p> <p><b>designated</b> [4] 34/1<br/>34/8 37/2 61/22</p> <p><b>designation</b> [9] 35/3<br/>61/25 62/1 62/3 62/8<br/>62/10 62/13 63/1 63/2</p> <p><b>designed</b> [2] 7/10<br/>23/24</p> <p><b>desirable</b> [1] 45/11</p> <p><b>desired</b> [3] 15/15<br/>48/11 49/3</p> <p><b>desires</b> [1] 25/11</p> <p><b>detailed</b> [1] 14/21</p> <p><b>determine</b> [1] 36/22</p> <p><b>determined</b> [1] 36/8</p> <p><b>develop</b> [3] 24/5 46/8<br/>46/13</p> <p><b>developed</b> [9] 6/15<br/>7/22 9/8 9/24 10/14<br/>17/1 24/2 46/11 47/5</p> <p><b>developers</b> [1] 53/11</p> <p><b>developing</b> [1] 12/12</p> <p><b>development</b> [25]<br/>1/16 2/23 5/15 5/23 6/1<br/>6/20 8/16 8/21 13/15<br/>13/17 14/8 16/25 17/11<br/>18/4 24/13 24/16 25/1<br/>27/24 48/13 48/21 50/8<br/>51/18 51/21 52/7 57/16</p> <p><b>developments</b> [3]<br/>18/16 28/25 51/20</p> <p><b>did</b> [10] 4/14 11/8<br/>11/10 14/21 26/4 33/8<br/>34/19 48/8 61/16 65/10</p> <p><b>didn't</b> [1] 48/18</p> <p><b>difference</b> [1] 45/3</p> <p><b>different</b> [5] 20/4 39/5<br/>43/21 43/23 57/6</p> <p><b>differs</b> [1] 33/12</p> <p><b>direct</b> [1] 59/11</p> <p><b>directed</b> [1] 8/11</p> <p><b>directly</b> [2] 46/3 59/22</p> <p><b>Director</b> [2] 1/16 2/22</p> <p><b>discussion</b> [5] 4/8<br/>12/17 38/12 48/20 64/4</p> <p><b>distance</b> [1] 17/21</p> <p><b>distinction</b> [2] 41/14<br/>41/20</p> <p><b>distracting</b> [2] 20/8<br/>20/21</p> <p><b>distraction</b> [1] 20/13</p> <p><b>district</b> [7] 6/6 14/8<br/>18/16 22/6 34/22 37/4<br/>56/12</p> <p><b>districts</b> [8] 14/24<br/>14/25 15/2 26/1 34/17<br/>36/15 37/19 64/18</p> |



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



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



|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                     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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       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| <b>J</b><br><b>just...</b> [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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>leader</b> [2] 6/24 16/18<br><b>leaf</b> [1] 39/17<br><b>leakage</b> [2] 13/10 13/11<br><b>lease</b> [1] 54/4<br><b>least</b> [1] 51/11<br><b>Leave</b> [1] 42/12<br><b>leaving</b> [2] 44/5 44/5<br><b>left</b> [1] 50/21<br><b>legislative</b> [1] 38/5<br><b>Leslie</b> [1] 37/17<br><b>less</b> [3] 14/13 21/22 33/12<br><b>less-intense</b> [1] 33/12<br><b>lesser</b> [1] 50/1<br><b>let</b> [3] 54/19 61/9 64/16<br><b>letter</b> [3] 55/2 57/3 57/24<br><b>level</b> [5] 33/13 39/25 40/23 41/24 42/2<br><b>life</b> [1] 6/2<br><b>lifestyle</b> [2] 17/19 21/23<br><b>like</b> [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<br><b>Likewise</b> [1] 27/9<br><b>limb</b> [1] 39/17<br><b>limits</b> [1] 13/23<br><b>line</b> [2] 51/7 52/10<br><b>linear</b> [1] 44/13<br><b>lines</b> [1] 56/1<br><b>link</b> [1] 16/6<br><b>list</b> [1] 31/10<br><b>listed</b> [3] 7/20 33/23 35/6<br><b>listen</b> [1] 55/19<br><b>listening</b> [1] 38/12<br><b>litigation</b> [1] 62/17<br><b>little</b> [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<br><b>livability</b> [2] 6/2 6/7<br><b>livable</b> [1] 6/18<br><b>live</b> [5] 13/23 19/10 24/7 57/18 58/17<br><b>local</b> [4] 34/16 34/21 35/12 46/9<br><b>locate</b> [1] 18/7<br><b>located</b> [1] 18/18<br><b>locations</b> [2] 18/10 64/21<br><b>locus</b> [1] 59/19<br><b>logic</b> [1] 50/25<br><b>long</b> [1] 64/9 | <b>longer</b> [1] 18/9<br><b>look</b> [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<br><b>looked</b> [1] 32/13<br><b>looking</b> [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<br><b>looks</b> [1] 44/8<br><b>losses</b> [1] 21/20<br><b>lost</b> [2] 45/22 65/24<br><b>lot</b> [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<br><b>lots</b> [1] 55/9<br><b>Louis</b> [8] 1/23 5/21 17/4 37/17 37/20 58/2 60/12 68/2<br><b>love</b> [2] 58/9 58/9<br><b>low</b> [3] 49/17 50/8 51/5<br><b>Lumley</b> [2] 1/16 2/20 | <b>market</b> [1] 54/24<br><b>Martin</b> [1] 58/2<br><b>master</b> [1] 30/14<br><b>matrix</b> [1] 9/15<br><b>matter</b> [2] 3/18 46/1<br><b>matters</b> [1] 29/1<br><b>mature</b> [2] 5/22 16/16<br><b>maturing</b> [1] 18/18<br><b>maximizes</b> [1] 13/18<br><b>may</b> [5] 8/17 34/5 34/8 35/9 60/17<br><b>maybe</b> [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<br><b>Mayor</b> [1] 54/18<br><b>Mayor's</b> [1] 16/19<br><b>McLaughlin</b> [4] 1/21 1/22 68/4 68/14<br><b>me</b> [5] 7/2 44/25 58/21 59/2 61/8<br><b>mean</b> [10] 14/9 33/24 38/14 40/19 41/2 41/5 49/20 51/13 51/25 59/21<br><b>means</b> [1] 38/9<br><b>measures</b> [1] 46/25<br><b>meaty</b> [1] 66/20<br><b>medians</b> [1] 39/18<br><b>meet</b> [2] 8/20 25/11<br><b>meeting</b> [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<br><b>meetings</b> [7] 3/23 3/24 8/19 10/14 49/22 53/18 60/7<br><b>members</b> [3] 4/9 10/18 31/8<br><b>mention</b> [3] 13/16 33/15 34/6<br><b>mentioned</b> [2] 27/21 32/3<br><b>mentions</b> [1] 33/3<br><b>Meramec</b> [1] 60/12<br><b>met</b> [2] 8/20 27/1<br><b>method</b> [1] 11/1<br><b>method of</b> [1] 11/1<br><b>metro</b> [2] 31/21 31/24<br><b>microphone</b> [2] 55/13 55/18<br><b>might</b> [3] 10/21 31/7 64/1<br><b>millennial</b> [2] 18/6 21/16<br><b>millennials</b> [2] 17/15 57/7<br><b>millineals</b> [2] 21/7 21/9<br><b>mind</b> [1] 45/18<br><b>minutes</b> [1] 3/16 | <b>MISSOURI</b> [4] 1/3 60/12 68/1 68/1<br><b>mitigate</b> [2] 16/14 50/5<br><b>mitigates</b> [1] 51/8<br><b>mixed</b> [2] 61/22 62/13<br><b>mixed-use</b> [2] 61/22 62/13<br><b>MO</b> [4] 1/22 1/23 68/13 68/14<br><b>MO-CCR</b> [3] 1/22 68/13 68/14<br><b>mobile</b> [1] 56/7<br><b>mobility</b> [3] 27/23 43/17 44/21<br><b>modified</b> [2] 24/11 28/6<br><b>momentarily</b> [1] 13/16<br><b>Monday</b> [1] 66/16<br><b>Monsanto</b> [1] 57/12<br><b>more</b> [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<br><b>most</b> [3] 19/4 28/24 28/24<br><b>motion</b> [4] 3/8 3/11 66/23 67/3<br><b>move</b> [4] 3/9 23/2 26/13 66/24<br><b>movement</b> [2] 16/8 16/11<br><b>moving</b> [9] 12/8 14/16 16/2 17/25 28/17 43/2 46/2 48/18 56/9<br><b>Mr</b> [9] 1/13 1/14 1/15 1/16 1/16 2/23 3/12 55/17 67/9<br><b>Mr. [6]</b> 2/9 2/13 2/15 2/19 3/12 42/19<br><b>Mr. Carney</b> [1] 2/9<br><b>Mr. Magruder</b> [2] 2/13 3/12<br><b>Mr. Rovak</b> [1] 2/15<br><b>Mr. Rovak's</b> [1] 42/19<br><b>Mr. Schuh</b> [1] 2/19<br><b>Mrs. [1]</b> 7/5<br><b>Mrs. Hall</b> [1] 7/5<br><b>Ms</b> [7] 1/13 1/14 1/15 1/17 1/17 2/11 64/15<br><b>Ms. [2]</b> 2/17 5/6<br><b>Ms. Kistner</b> [1] 5/6<br><b>Ms. Silverman</b> [1] 2/17<br><b>MSD</b> [2] 30/17 30/20<br><b>much</b> [8] 5/5 38/14 41/21 49/22 58/14 60/3 60/4 62/3<br><b>multi</b> [5] 60/20 60/21 61/25 62/10 63/2<br><b>multi-family</b> [5] 60/20 60/21 61/25 62/10 63/2<br><b>multiple</b> [2] 48/17 48/17<br><b>municipal</b> [5] 40/24 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>K</b><br><b>Kansas</b> [1] 68/6<br><b>keep</b> [3] 27/8 42/9 61/18<br><b>Kelly</b> [2] 1/17 3/1<br><b>key</b> [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<br><b>kind</b> [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<br><b>Kirkwood</b> [4] 57/15 57/15 58/5 58/5<br><b>Kistner</b> [3] 1/13 5/6 64/15<br><b>Kling</b> [1] 60/11<br><b>knew</b> [1] 60/24<br><b>know</b> [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<br><b>knowing</b> [2] 38/4 49/3<br><b>known</b> [2] 34/23 41/23<br><b>knows</b> [2] 4/10 37/21<br><b>KS</b> [3] 1/22 68/13 68/14<br><b>KS-CCR</b> [3] 1/22 68/13 68/14 | <b>less</b> [3] 14/13 21/22 33/12<br><b>less-intense</b> [1] 33/12<br><b>lesser</b> [1] 50/1<br><b>let</b> [3] 54/19 61/9 64/16<br><b>letter</b> [3] 55/2 57/3 57/24<br><b>level</b> [5] 33/13 39/25 40/23 41/24 42/2<br><b>life</b> [1] 6/2<br><b>lifestyle</b> [2] 17/19 21/23<br><b>like</b> [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<br><b>Likewise</b> [1] 27/9<br><b>limb</b> [1] 39/17<br><b>limits</b> [1] 13/23<br><b>line</b> [2] 51/7 52/10<br><b>linear</b> [1] 44/13<br><b>lines</b> [1] 56/1<br><b>link</b> [1] 16/6<br><b>list</b> [1] 31/10<br><b>listed</b> [3] 7/20 33/23 35/6<br><b>listen</b> [1] 55/19<br><b>listening</b> [1] 38/12<br><b>litigation</b> [1] 62/17<br><b>little</b> [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<br><b>livability</b> [2] 6/2 6/7<br><b>livable</b> [1] 6/18<br><b>live</b> [5] 13/23 19/10 24/7 57/18 58/17<br><b>local</b> [4] 34/16 34/21 35/12 46/9<br><b>locate</b> [1] 18/7<br><b>located</b> [1] 18/18<br><b>locations</b> [2] 18/10 64/21<br><b>locus</b> [1] 59/19<br><b>logic</b> [1] 50/25<br><b>long</b> [1] 64/9                                                                                                                                                                                                                                                                                            | <b>longer</b> [1] 18/9<br><b>look</b> [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<br><b>looked</b> [1] 32/13<br><b>looking</b> [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<br><b>looks</b> [1] 44/8<br><b>losses</b> [1] 21/20<br><b>lost</b> [2] 45/22 65/24<br><b>lot</b> [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<br><b>lots</b> [1] 55/9<br><b>Louis</b> [8] 1/23 5/21 17/4 37/17 37/20 58/2 60/12 68/2<br><b>love</b> [2] 58/9 58/9<br><b>low</b> [3] 49/17 50/8 51/5<br><b>Lumley</b> [2] 1/16 2/20 | <b>made</b> [7] 23/14 27/17 29/23 46/16 54/16 54/16 54/17<br><b>Magruder</b> [3] 1/14 2/13 3/12<br><b>mainly</b> [1] 58/19<br><b>maintain</b> [2] 18/1 19/11<br><b>maintaining</b> [2] 14/17 21/5<br><b>maintains</b> [1] 42/7<br><b>maintenance</b> [1] 39/17<br><b>major</b> [6] 17/19 18/25 25/2 25/15 28/15 45/8<br><b>make</b> [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<br><b>makes</b> [1] 17/2<br><b>making</b> [2] 45/17 46/2<br><b>manage</b> [1] 27/25<br><b>management</b> [4] 16/13 50/8 51/6 51/19<br><b>managers</b> [2] 53/6 53/12<br><b>Manor</b> [1] 53/2<br><b>Manors</b> [1] 60/14<br><b>many</b> [8] 7/15 16/10 54/5 54/11 57/17 57/19 59/2 59/23<br><b>map</b> [2] 64/17 64/19<br><b>maps</b> [1] 9/18<br><b>Marfine</b> [3] 52/22 52/24 55/17<br><b>Mark</b> [3] 46/19 53/18 54/17                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>may</b> [5] 8/17 34/5 34/8 35/9 60/17<br><b>maybe</b> [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<br><b>Mayor</b> [1] 54/18<br><b>Mayor's</b> [1] 16/19<br><b>McLaughlin</b> [4] 1/21 1/22 68/4 68/14<br><b>me</b> [5] 7/2 44/25 58/21 59/2 61/8<br><b>mean</b> [10] 14/9 33/24 38/14 40/19 41/2 41/5 49/20 51/13 51/25 59/21<br><b>means</b> [1] 38/9<br><b>measures</b> [1] 46/25<br><b>meaty</b> [1] 66/20<br><b>medians</b> [1] 39/18<br><b>meet</b> [2] 8/20 25/11<br><b>meeting</b> [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<br><b>meetings</b> [7] 3/23 3/24 8/19 10/14 49/22 53/18 60/7<br><b>members</b> [3] 4/9 10/18 31/8<br><b>mention</b> [3] 13/16 33/15 34/6<br><b>mentioned</b> [2] 27/21 32/3<br><b>mentions</b> [1] 33/3<br><b>Meramec</b> [1] 60/12<br><b>met</b> [2] 8/20 27/1<br><b>method</b> [1] 11/1<br><b>method of</b> [1] 11/1<br><b>metro</b> [2] 31/21 31/24<br><b>microphone</b> [2] 55/13 55/18<br><b>might</b> [3] 10/21 31/7 64/1<br><b>millennial</b> [2] 18/6 21/16<br><b>millennials</b> [2] 17/15 57/7<br><b>millineals</b> [2] 21/7 21/9<br><b>mind</b> [1] 45/18<br><b>minutes</b> [1] 3/16                                                                                                                                                                                                                                                                                | <b>MISSOURI</b> [4] 1/3 60/12 68/1 68/1<br><b>mitigate</b> [2] 16/14 50/5<br><b>mitigates</b> [1] 51/8<br><b>mixed</b> [2] 61/22 62/13<br><b>mixed-use</b> [2] 61/22 62/13<br><b>MO</b> [4] 1/22 1/23 68/13 68/14<br><b>MO-CCR</b> [3] 1/22 68/13 68/14<br><b>mobile</b> [1] 56/7<br><b>mobility</b> [3] 27/23 43/17 44/21<br><b>modified</b> [2] 24/11 28/6<br><b>momentarily</b> [1] 13/16<br><b>Monday</b> [1] 66/16<br><b>Monsanto</b> [1] 57/12<br><b>more</b> [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<br><b>most</b> [3] 19/4 28/24 28/24<br><b>motion</b> [4] 3/8 3/11 66/23 67/3<br><b>move</b> [4] 3/9 23/2 26/13 66/24<br><b>movement</b> [2] 16/8 16/11<br><b>moving</b> [9] 12/8 14/16 16/2 17/25 28/17 43/2 46/2 48/18 56/9<br><b>Mr</b> [9] 1/13 1/14 1/15 1/16 1/16 2/23 3/12 55/17 67/9<br><b>Mr. [6]</b> 2/9 2/13 2/15 2/19 3/12 42/19<br><b>Mr. Carney</b> [1] 2/9<br><b>Mr. Magruder</b> [2] 2/13 3/12<br><b>Mr. Rovak</b> [1] 2/15<br><b>Mr. Rovak's</b> [1] 42/19<br><b>Mr. Schuh</b> [1] 2/19<br><b>Mrs. [1]</b> 7/5<br><b>Mrs. Hall</b> [1] 7/5<br><b>Ms</b> [7] 1/13 1/14 1/15 1/17 1/17 2/11 64/15<br><b>Ms. [2]</b> 2/17 5/6<br><b>Ms. Kistner</b> [1] 5/6<br><b>Ms. Silverman</b> [1] 2/17<br><b>MSD</b> [2] 30/17 30/20<br><b>much</b> [8] 5/5 38/14 41/21 49/22 58/14 60/3 60/4 62/3<br><b>multi</b> [5] 60/20 60/21 61/25 62/10 63/2<br><b>multi-family</b> [5] 60/20 60/21 61/25 62/10 63/2<br><b>multiple</b> [2] 48/17 48/17<br><b>municipal</b> [5] 40/24 |
| <b>L</b><br><b>lack</b> [1] 59/8<br><b>Ladue</b> [1] 53/2<br><b>Lake</b> [1] 49/5<br><b>land</b> [6] 7/9 7/14 9/11 14/13 14/21 48/13<br><b>landmark</b> [1] 37/3<br><b>landscapes</b> [1] 26/17<br><b>landscaping</b> [1] 39/18<br><b>Lane</b> [1] 58/18<br><b>language</b> [1] 51/22<br><b>large</b> [1] 58/1<br><b>largely</b> [4] 16/16 18/18 18/19 27/20<br><b>last</b> [4] 5/16 16/17 50/5 53/9<br><b>later</b> [6] 4/23 51/1 51/14 52/8 63/6 68/8<br><b>lead</b> [1] 29/4                                                                                                                                                                                                                                                                                                                                                                  | <b>less</b> [3] 14/13 21/22 33/12<br><b>less-intense</b> [1] 33/12<br><b>lesser</b> [1] 50/1<br><b>let</b> [3] 54/19 61/9 64/16<br><b>letter</b> [3] 55/2 57/3 57/24<br><b>level</b> [5] 33/13 39/25 40/23 41/24 42/2<br><b>life</b> [1] 6/2<br><b>lifestyle</b> [2] 17/19 21/23<br><b>like</b> [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<br><b>Likewise</b> [1] 27/9<br><b>limb</b> [1] 39/17<br><b>limits</b> [1] 13/23<br><b>line</b> [2] 51/7 52/10<br><b>linear</b> [1] 44/13<br><b>lines</b> [1] 56/1<br><b>link</b> [1] 16/6<br><b>list</b> [1] 31/10<br><b>listed</b> [3] 7/20 33/23 35/6<br><b>listen</b> [1] 55/19<br><b>listening</b> [1] 38/12<br><b>litigation</b> [1] 62/17<br><b>little</b> [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<br><b>livability</b> [2] 6/2 6/7<br><b>livable</b> [1] 6/18<br><b>live</b> [5] 13/23 19/10 24/7 57/18 58/17<br><b>local</b> [4] 34/16 34/21 35/12 46/9<br><b>locate</b> [1] 18/7<br><b>located</b> [1] 18/18<br><b>locations</b> [2] 18/10 64/21<br><b>locus</b> [1] 59/19<br><b>logic</b> [1] 50/25<br><b>long</b> [1] 64/9                                                                                                                                                                                                                                                                                            | <b>longer</b> [1] 18/9<br><b>look</b> [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<br><b>looked</b> [1] 32/13<br><b>looking</b> [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<br><b>looks</b> [1] 44/8<br><b>losses</b> [1] 21/20<br><b>lost</b> [2] 45/22 65/24<br><b>lot</b> [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<br><b>lots</b> [1] 55/9<br><b>Louis</b> [8] 1/23 5/21 17/4 37/17 37/20 58/2 60/12 68/2<br><b>love</b> [2] 58/9 58/9<br><b>low</b> [3] 49/17 50/8 51/5<br><b>Lumley</b> [2] 1/16 2/20 | <b>made</b> [7] 23/14 27/17 29/23 46/16 54/16 54/16 54/17<br><b>Magruder</b> [3] 1/14 2/13 3/12<br><b>mainly</b> [1] 58/19<br><b>maintain</b> [2] 18/1 19/11<br><b>maintaining</b> [2] 14/17 21/5<br><b>maintains</b> [1] 42/7<br><b>maintenance</b> [1] 39/17<br><b>major</b> [6] 17/19 18/25 25/2 25/15 28/15 45/8<br><b>make</b> [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<br><b>makes</b> [1] 17/2<br><b>making</b> [2] 45/17 46/2<br><b>manage</b> [1] 27/25<br><b>management</b> [4] 16/13 50/8 51/6 51/1                                                                                                                                                                                                                                                                                                                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| <b>M</b><br><b>municipal...</b> [4] 41/4<br>41/24 42/10 42/17<br><b>municipality</b> [1] 17/3<br><b>Muriel</b> [1] 1/14<br><b>must</b> [1] 19/8<br><b>my</b> [18] 31/14 40/18<br>41/22 52/24 52/24 53/2<br>53/7 58/7 58/19 60/10<br>60/19 61/18 62/15<br>62/21 62/25 65/14<br>65/17 66/4 | <b>not</b> [42] 3/18 10/21<br>11/18 14/3 17/15 17/16<br>21/19 24/9 24/11 25/5<br>26/2 26/10 27/1 27/16<br>28/9 28/11 30/22 35/4<br>35/20 36/19 36/22<br>38/11 39/1 43/1 45/25<br>45/25 46/12 46/15<br>47/21 48/8 53/2 53/5<br>53/10 55/2 57/13 57/20<br>57/22 58/23 61/4 63/16<br>65/1 65/10<br><b>note</b> [5] 7/4 13/7 33/16<br>55/24 57/2<br><b>notes</b> [1] 59/22<br><b>nothing</b> [2] 35/7 50/21<br><b>November</b> [8] 5/9 5/10<br>8/8 8/21 11/5 11/18<br>66/17 67/2<br><b>November 15</b> [1]<br>11/18<br><b>November 21st</b> [1]<br>5/10<br><b>November 7</b> [1] 67/2<br><b>November 7th</b> [1]<br>66/17<br><b>now</b> [25] 3/18 4/11<br>4/20 7/5 22/21 25/13<br>30/2 33/15 35/9 35/21<br>36/6 37/17 45/6 51/5<br>52/19 54/1 54/13 55/14<br>56/4 56/8 57/12 58/2<br>62/2 62/9 63/4<br><b>nuance</b> [2] 39/11<br>49/21<br><b>number</b> [6] 16/22<br>18/23 23/23 56/17<br>56/18 64/17<br><b>numbered</b> [1] 10/21<br><b>numbers</b> [2] 20/8<br>20/15 | 53/1 53/7<br><b>on</b> [77]<br><b>on-going</b> [1] 29/5<br><b>one</b> [45] 3/23 4/14<br>4/17 5/20 7/2 10/19<br>13/16 14/4 14/25 16/1<br>19/18 19/22 20/11<br>23/19 23/19 24/9 24/10<br>28/4 33/1 33/25 35/1<br>38/24 39/11 39/20 42/9<br>42/11 42/17 43/7 45/13<br>45/13 45/16 47/24<br>49/19 49/22 53/5 53/5<br>54/21 54/25 55/23<br>56/17 59/21 62/8 64/10<br>66/1 66/16<br><b>ones</b> [2] 11/5 34/3<br><b>ongoing</b> [2] 6/12<br>54/20<br><b>online</b> [1] 56/6<br><b>only</b> [8] 12/22 13/7<br>14/3 15/20 17/3 42/25<br>55/6 61/25<br><b>open</b> [9] 15/24 16/2<br>26/14 26/19 32/18<br>43/12 44/13 44/18<br>44/19<br><b>opening</b> [1] 3/21<br><b>operations</b> [2] 40/2<br>41/8<br><b>opportunities</b> [13] 4/8<br>5/23 6/20 16/1 16/10<br>18/5 18/20 21/4 22/5<br>22/6 25/1 27/11 27/11<br><b>opportunity</b> [2] 17/18<br>52/19<br><b>opposed</b> [1] 44/14<br><b>options</b> [2] 39/6 44/21<br><b>or</b> [72]<br><b>order</b> [7] 2/2 10/2<br>10/24 19/7 26/4 46/1<br>50/25<br><b>ordinance</b> [6] 30/13<br>34/17 34/21 35/12<br>50/14 52/8<br><b>ordinances</b> [3] 16/23<br>51/1 51/3<br><b>organized</b> [2] 23/7<br>23/21<br><b>Originally</b> [1] 27/13<br><b>other</b> [29] 9/18 9/19<br>10/24 13/11 14/15<br>20/12 21/10 22/4 25/20<br>25/22 26/2 26/7 27/24<br>31/6 33/24 34/1 34/7<br>40/14 41/9 41/18 42/17<br>49/19 50/18 52/16<br>55/22 60/1 60/6 64/20<br>66/10<br><b>otherwise</b> [2] 27/19<br>46/20<br><b>our</b> [26] 2/6 2/22 2/25<br>3/3 3/6 3/21 4/6 4/17<br>4/21 22/15 28/9 31/18<br>38/13 46/11 48/25 49/3<br>49/7 49/12 49/12 49/16<br>49/22 54/21 55/1 57/13<br>58/9 66/14 | <b>out</b> [24] 9/15 13/24<br>15/5 15/8 16/16 18/18<br>18/19 21/11 37/15<br>37/21 40/25 41/13<br>41/16 41/20 42/6 42/20<br>46/5 46/13 47/15 51/7<br>61/23 62/5 62/6 62/16<br><b>outlined</b> [1] 5/6<br><b>outside</b> [5] 13/23<br>25/24 35/11 49/6 59/10<br><b>over</b> [21] 5/1 7/12 9/3<br>12/22 12/25 12/25<br>13/21 13/22 14/5 14/8<br>14/14 16/10 16/17 19/3<br>19/5 19/12 25/21 27/10<br>32/6 53/18 59/11<br><b>overall</b> [2] 14/18 18/2<br><b>overlaps</b> [1] 17/19<br><b>overly</b> [1] 48/8<br><b>overview</b> [7] 5/13 9/1<br>10/15 12/9 12/16 19/13<br>31/2<br><b>own</b> [2] 37/15 37/23<br><b>owned</b> [4] 15/24 27/12<br>29/18 30/3<br><b>owner</b> [1] 27/16<br><b>owners</b> [2] 53/5 53/13 | <b>pedestrian</b> [6] 16/5<br>28/16 43/4 43/4<br>45/8<br><b>pedestrians</b> [1] 44/24<br><b>pediatrician</b> [1] 45/7<br><b>people</b> [11] 11/25<br>13/22 16/3 21/5 21/7<br>21/10 21/13 45/3 50/18<br>52/18 53/24<br><b>per</b> [15] 12/25 15/19<br>15/21 23/7 46/7 48/5<br>48/11 48/11 48/13<br>48/13 48/13 48/13<br>49/17 49/17 49/17<br><b>percent</b> [5] 12/22<br>13/22 14/13 15/4 15/5<br><b>perhaps</b> [3] 32/6 34/6<br>34/24<br><b>period</b> [1] 29/20<br><b>permitted</b> [3] 15/3<br>15/6 15/9<br><b>person</b> [1] 37/17<br><b>perspective</b> [2] 30/18<br>36/1<br><b>Phase</b> [5] 16/25 17/2<br>17/4 17/4 29/7<br><b>phrases</b> [1] 50/5<br><b>physical</b> [3] 6/23 9/6<br>26/16<br><b>pick</b> [2] 39/17 43/24<br><b>pick-up</b> [1] 39/17<br><b>picky</b> [1] 19/18<br><b>picture</b> [1] 63/21<br><b>piece</b> [1] 62/6<br><b>place</b> [8] 24/6 36/21<br>46/5 46/14 47/12 56/3<br>56/18 64/18<br><b>placemaking</b> [4] 6/22<br>14/11 24/3 33/2<br><b>placement</b> [1] 9/11<br><b>places</b> [2] 36/15 57/14<br><b>placing</b> [1] 56/22<br><b>plan</b> [62] 1/10 2/7 3/25<br>5/12 5/16 5/18 5/19<br>5/19 5/25 6/4 6/4 6/5<br>6/9 6/9 6/13 6/14 7/8<br>7/13 7/21 7/22 8/13<br>8/16 8/22 8/23 9/4 9/7<br>9/10 9/16 9/21 10/1<br>10/12 10/21 11/4 11/8<br>12/12 16/19 16/25 17/2<br>17/5 17/8 23/21 25/22<br>29/8 29/11 29/20 30/14<br>30/15 31/3 31/18 48/24<br>50/24 55/24 56/14<br>58/25 59/9 59/23 60/2<br>61/3 61/20 62/2 66/19<br>67/1<br><b>Planner</b> [2] 1/17 2/25<br><b>planning</b> [16] 1/2 1/17<br>2/4 3/3 7/20 7/23 8/3<br>9/23 23/25 25/18 25/18<br>29/12 54/13 59/4 67/2<br>68/7<br><b>plans</b> [3] 7/14 7/16<br>48/15<br><b>Plant</b> [4] 14/2 18/16<br>22/5 57/8 |
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| <p><b>P</b></p> <p><b>plats</b> [1] 48/15</p> <p><b>play</b> [3] 19/10 24/7 57/17</p> <p><b>Plaza</b> [3] 53/1 53/6 58/5</p> <p><b>please</b> [2] 60/5 61/17</p> <p><b>pleased</b> [1] 59/2</p> <p><b>pledge</b> [1] 16/24</p> <p><b>PLUNKETT</b> [2] 65/4 65/8</p> <p><b>podium</b> [1] 4/12</p> <p><b>point</b> [8] 14/11 30/25 32/14 34/13 34/23 61/23 62/6 62/16</p> <p><b>points</b> [2] 8/15 12/16</p> <p><b>police</b> [8] 39/25 40/9 40/16 40/25 41/9 42/7 42/17 47/11</p> <p><b>policy</b> [2] 7/9 28/18</p> <p><b>population</b> [5] 18/2 19/23 20/4 21/21 49/17</p> <p><b>portion</b> [1] 44/2</p> <p><b>position</b> [2] 19/9 25/1</p> <p><b>possibly</b> [1] 62/22</p> <p><b>potential</b> [6] 14/1 14/3 14/4 17/11 17/14 62/12</p> <p><b>pound</b> [1] 58/21</p> <p><b>power</b> [2] 13/9 56/20</p> <p><b>practice</b> [2] 50/14 51/6</p> <p><b>practices</b> [3] 50/8 51/12 51/19</p> <p><b>precedent</b> [1] 14/7</p> <p><b>preeminent</b> [1] 5/21</p> <p><b>preface</b> [1] 62/15</p> <p><b>preference</b> [1] 18/13</p> <p><b>preferences</b> [5] 16/24 17/20 17/24 18/6 18/7</p> <p><b>prematurely</b> [1] 64/7</p> <p><b>premier</b> [2] 6/18 19/9</p> <p><b>prepared</b> [1] 4/16</p> <p><b>present</b> [9] 2/10 2/14 2/16 2/18 2/21 2/24 3/2 3/5 14/25</p> <p><b>presentation</b> [7] 4/5 4/17 5/2 23/6 31/1 31/2 66/12</p> <p><b>presented</b> [5] 9/25 10/2 12/14 31/6 60/17</p> <p><b>preservation</b> [6] 6/6 10/4 24/14 26/19 36/17 51/18</p> <p><b>preserve</b> [4] 24/15 33/20 34/15 38/25</p> <p><b>preserving</b> [3] 6/19 14/17 38/3</p> <p><b>prevent</b> [2] 35/8 62/22</p> <p><b>previously</b> [3] 7/14 28/7 29/7</p> <p><b>primarily</b> [4] 21/9 28/25 31/20 35/2</p> <p><b>Primary</b> [1] 2/6</p> <p><b>principle</b> [1] 27/18</p> <p><b>principles</b> [2] 28/13 28/14</p> <p><b>printed</b> [1] 65/11</p> <p><b>prior</b> [2] 4/15 4/15</p> <p><b>priorities</b> [6] 9/15 9/22</p> | <p>9/25 10/12 10/20 23/25</p> <p><b>prioritization</b> [1] 10/3</p> <p><b>prioritized</b> [1] 30/16</p> <p><b>priority</b> [1] 45/25</p> <p><b>private</b> [3] 15/23 35/10 48/3</p> <p><b>privately</b> [2] 15/23 54/18</p> <p><b>proactively</b> [2] 50/5 51/8</p> <p><b>probably</b> [8] 14/3 28/23 33/17 39/1 39/10 48/19 61/4 62/18</p> <p><b>problems</b> [3] 30/11 30/17 30/18</p> <p><b>procedures</b> [3] 46/9 46/24 47/14</p> <p><b>process</b> [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</p> <p><b>processes</b> [1] 36/20</p> <p><b>productive</b> [1] 66/11</p> <p><b>products</b> [2] 29/25 30/5</p> <p><b>Professional</b> [1] 68/4</p> <p><b>programs</b> [1] 59/25</p> <p><b>progresses</b> [1] 53/15</p> <p><b>projected</b> [7] 9/2 12/24 17/17 19/3 19/5 21/19 21/20</p> <p><b>projections</b> [2] 12/11 12/21</p> <p><b>projects</b> [1] 57/25</p> <p><b>prominence</b> [2] 59/8 59/8</p> <p><b>prominence or</b> [1] 59/8</p> <p><b>promote</b> [2] 30/4 34/13</p> <p><b>promoting</b> [1] 29/16</p> <p><b>properties</b> [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</p> <p><b>property</b> [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</p> <p><b>property's</b> [1] 62/4</p> <p><b>proposed</b> [2] 29/23 62/18</p> <p><b>prosper</b> [2] 6/18 19/7</p> <p><b>protect</b> [1] 45/3</p> <p><b>protection</b> [4] 10/4 15/10 16/19 25/25</p> <p><b>proud</b> [1] 17/7</p> <p><b>provide</b> [10] 6/10 12/16 13/19 25/2 25/9 33/8 42/1 44/6 50/25 66/1</p> <p><b>provided</b> [7] 12/1 26/2 33/7 41/11 64/18 64/19 64/20</p> <p><b>providers</b> [1] 53/12</p> <p><b>provides</b> [4] 9/1 9/18 12/9 44/6</p> <p><b>providing</b> [3] 5/12</p> | <p>31/20 41/24</p> <p><b>provision</b> [1] 26/1</p> <p><b>public</b> [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</p> <p><b>public-accessible</b> [1] 48/3</p> <p><b>purchase</b> [2] 13/12 35/5</p> <p><b>purchasing</b> [1] 16/23</p> <p><b>purpose</b> [4] 2/6 7/7 8/11 8/19</p> <p><b>purposes</b> [2] 10/20 52/25</p> <p><b>purview</b> [2] 26/9 35/11</p> <p><b>pushback</b> [1] 50/19</p> <p><b>pushed</b> [1] 55/25</p> <p><b>put</b> [5] 26/9 45/13 50/13 51/13 57/24</p> <p><b>putting</b> [1] 54/11</p> <p><b>Q</b></p> <p><b>qualified</b> [1] 36/23</p> <p><b>qualifying</b> [2] 36/12 36/21</p> <p><b>quality</b> [5] 6/2 24/15 25/10 50/6 51/9</p> <p><b>Queenly</b> [1] 49/6</p> <p><b>question</b> [10] 12/4 15/12 21/1 22/10 31/11 40/8 42/20 47/24 65/15 66/3</p> <p><b>questions</b> [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</p> <p><b>Questover</b> [6] 60/13 60/14 60/14 60/15 60/23 62/16</p> <p><b>quick</b> [1] 66/6</p> <p><b>quotes</b> [1] 20/3</p> <p><b>R</b></p> <p><b>Racket</b> [1] 27/14</p> <p><b>rain</b> [1] 50/14</p> <p><b>raised</b> [1] 32/15</p> <p><b>range</b> [1] 21/12</p> <p><b>ranked</b> [1] 45/25</p> <p><b>ranking</b> [1] 10/3</p> <p><b>rate</b> [1] 12/22</p> <p><b>ratio</b> [8] 48/2 48/4 48/7 48/11 48/14 48/25 49/3 49/12</p> <p><b>rationale</b> [1] 51/1</p> <p><b>re</b> [8] 16/15 26/8 28/12 29/9 32/7 38/20 39/2 48/15</p> <p><b>re-enforcing</b> [1] 16/15</p> <p><b>re-look</b> [2] 38/20 39/2</p> | <p><b>re-plats</b> [1] 48/15</p> <p><b>re-worded</b> [3] 26/8 28/12 29/9</p> <p><b>re-wording</b> [1] 32/7</p> <p><b>reaching</b> [1] 30/22</p> <p><b>read</b> [1] 55/3</p> <p><b>readers</b> [1] 20/12</p> <p><b>reads</b> [7] 24/14 24/24 25/8 26/15 27/23 29/3 30/2</p> <p><b>ready</b> [2] 31/9 58/11</p> <p><b>real</b> [2] 53/10 53/11</p> <p><b>really</b> [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</p> <p><b>reason</b> [1] 43/25</p> <p><b>reasons</b> [1] 56/5</p> <p><b>recently</b> [1] 58/24</p> <p><b>recognition</b> [1] 35/3</p> <p><b>recognizable</b> [1] 6/23</p> <p><b>recognize</b> [2] 13/8 55/21</p> <p><b>recognized</b> [4] 26/17 28/14 33/25 51/12</p> <p><b>recognizing</b> [1] 38/3</p> <p><b>recommendation</b> [2] 30/7 30/22</p> <p><b>recommendations</b> [9] 6/10 7/16 9/6 9/10 9/12 10/13 12/12 43/11 66/19</p> <p><b>recommended</b> [2] 15/22 48/12</p> <p><b>record</b> [2] 4/13 7/5</p> <p><b>recorder</b> [1] 4/21</p> <p><b>Recording</b> [2] 1/17 3/4</p> <p><b>recreation</b> [5] 17/22 26/19 27/4 44/6 49/1</p> <p><b>recreational</b> [1] 43/16</p> <p><b>recycling</b> [7] 30/1 30/5 39/17 59/8 59/10 59/14 59/14</p> <p><b>redesignated</b> [1] 61/24</p> <p><b>redevelop</b> [1] 54/21</p> <p><b>redevelopment</b> [8] 5/24 6/3 7/12 18/20 18/21 54/10 62/12 62/19</p> <p><b>reduce</b> [1] 27/25</p> <p><b>reduced</b> [1] 68/9</p> <p><b>redundant</b> [3] 25/20 26/6 39/7</p> <p><b>reference</b> [6] 23/18 27/15 30/20 33/16 64/16 64/17</p> <p><b>referenced</b> [2] 29/7 57/16</p> <p><b>referencing</b> [1] 33/8</p> <p><b>referred</b> [1] 59/17</p> | <p><b>referring</b> [1] 34/4</p> <p><b>refers</b> [2] 33/9</p> <p><b>reflect</b> [1] 15/13</p> <p><b>reflects</b> [1] 10/3</p> <p><b>refocused</b> [1] 6/1</p> <p><b>regard</b> [3] 42/4 43/18 62/23</p> <p><b>region</b> [11] 5/21 7/1 14/5 16/18 17/4 18/19 19/9 29/4 35/25 41/24 42/8</p> <p><b>regional</b> [6] 6/24 19/2 24/5 25/2 31/15 49/5</p> <p><b>regionally</b> [2] 18/24 26/17</p> <p><b>regionally-recognized</b> [1] 26/17</p> <p><b>register</b> [4] 35/2 35/7 36/15 37/23</p> <p><b>Registered</b> [1] 68/4</p> <p><b>regular</b> [3] 27/4 29/10 66/16</p> <p><b>regulate</b> [1] 34/20</p> <p><b>regulates</b> [1] 34/17</p> <p><b>regulations</b> [2] 51/3 56/15</p> <p><b>regulatory</b> [5] 9/6 35/5 35/12 36/5 38/5</p> <p><b>reinvestment</b> [1] 6/12</p> <p><b>relate</b> [2] 56/6 61/6</p> <p><b>related</b> [4] 22/10 29/1 30/11 59/25</p> <p><b>relating</b> [1] 43/20</p> <p><b>relation</b> [1] 43/22</p> <p><b>relatively</b> [2] 20/17 49/4</p> <p><b>relevant</b> [2] 7/16 12/17</p> <p><b>remain</b> [3] 6/24 26/17 34/14</p> <p><b>remained</b> [1] 24/20</p> <p><b>remaining</b> [1] 5/23</p> <p><b>remarks</b> [1] 58/7</p> <p><b>removal</b> [1] 35/8</p> <p><b>remove</b> [1] 26/9</p> <p><b>removed</b> [2] 27/17 30/20</p> <p><b>renewable</b> [4] 29/16 29/17 30/3 30/4</p> <p><b>renowned</b> [1] 18/24</p> <p><b>rental</b> [1] 59/12</p> <p><b>repeated</b> [1] 33/17</p> <p><b>repeating</b> [1] 62/22</p> <p><b>replacement</b> [1] 18/21</p> <p><b>report</b> [1] 23/7</p> <p><b>reported</b> [1] 68/7</p> <p><b>reporter</b> [6] 4/22 65/5 68/5 68/5 68/6 68/7</p> <p><b>Reporting</b> [1] 1/21</p> <p><b>representatives</b> [1] 8/15</p> <p><b>reputation</b> [2] 19/2 42/8</p> <p><b>request</b> [2] 61/24 62/24</p> <p><b>requests</b> [2] 46/9 60/19</p> <p><b>require</b> [1] 40/12</p> <p><b>research</b> [2] 36/24</p> |
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| <p><b>R</b></p> <p><b>research...</b> [1] 56/16</p> <p><b>resident</b> [5] 4/14 8/6 15/20 48/5 48/11</p> <p><b>residential</b> [11] 6/20 10/5 14/19 15/10 24/13 24/16 37/5 51/17 53/2 57/21 62/9</p> <p><b>residents</b> [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</p> <p><b>resilience</b> [2] 16/19 28/23</p> <p><b>respect</b> [1] 59/24</p> <p><b>respects</b> [1] 54/12</p> <p><b>respond</b> [1] 4/17</p> <p><b>responded</b> [2] 3/14 67/11</p> <p><b>responsibility</b> [1] 59/16</p> <p><b>restriction</b> [2] 56/3 56/10</p> <p><b>restrictions</b> [3] 35/9 56/19 56/23</p> <p><b>result</b> [1] 58/25</p> <p><b>results</b> [1] 13/23</p> <p><b>resume</b> [1] 66/15</p> <p><b>retail</b> [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</p> <p><b>retailer</b> [1] 56/17</p> <p><b>retailers</b> [2] 56/19 56/23</p> <p><b>revenues</b> [2] 14/15 14/15</p> <p><b>review</b> [4] 3/24 4/3 5/15 28/9</p> <p><b>reviewed</b> [2] 46/16 47/8</p> <p><b>reviewing</b> [1] 48/14</p> <p><b>revised</b> [5] 5/15 25/14 26/21 27/3 31/6</p> <p><b>revision</b> [3] 25/15 28/24 29/23</p> <p><b>revisions</b> [1] 23/14</p> <p><b>revitalization</b> [3] 6/6 6/12 29/5</p> <p><b>revitalize</b> [1] 15/11</p> <p><b>rich</b> [1] 18/8</p> <p><b>right</b> [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</p> <p><b>rightfully</b> [1] 17/7</p> <p><b>road</b> [3] 1/4 16/9 27/15</p> <p><b>roads</b> [1] 45/8</p> <p><b>roadways</b> [2] 28/8 28/15</p> <p><b>robust</b> [3] 7/22 13/21 18/25</p> <p><b>roll</b> [1] 2/8</p> | <p><b>roughly</b> [1] 15/21</p> <p><b>Rovak</b> [3] 1/15 2/15 67/9</p> <p><b>Rovak's</b> [1] 42/19</p> <p><b>RPR</b> [3] 1/22 68/13 68/14</p> <p><b>runoff</b> [2] 50/6 51/8</p> <p><b>runs</b> [1] 36/14</p> <p><b>S</b></p> <p><b>safe</b> [2] 45/2 45/8</p> <p><b>safety</b> [4] 44/24 45/6 45/19 59/25</p> <p><b>said</b> [1] 11/10</p> <p><b>same</b> [3] 36/5 54/13 57/14</p> <p><b>say</b> [7] 36/6 40/23 42/16 51/5 51/11 53/3 63/11</p> <p><b>saying</b> [1] 15/7</p> <p><b>says</b> [1] 24/4</p> <p><b>Schaberg</b> [2] 60/9 60/11</p> <p><b>schedule</b> [1] 29/10</p> <p><b>scheduled</b> [3] 3/24 5/7 5/8</p> <p><b>schematic</b> [1] 8/21</p> <p><b>schools</b> [1] 18/24</p> <p><b>Schuh</b> [1] 2/19</p> <p><b>Science</b> [1] 57/8</p> <p><b>Sciences</b> [3] 14/2 18/16 22/5</p> <p><b>scope</b> [1] 29/22</p> <p><b>screen</b> [1] 29/24</p> <p><b>second</b> [6] 3/10 3/12 7/2 67/7 67/8 67/9</p> <p><b>Secretary</b> [2] 1/17 3/4</p> <p><b>section</b> [8] 4/9 11/4 12/3 20/23 23/6 25/13 26/5 61/3</p> <p><b>sections</b> [3] 8/24 12/6 44/1</p> <p><b>see</b> [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</p> <p><b>seeing</b> [2] 3/20 53/14</p> <p><b>seek</b> [2] 42/19 42/20</p> <p><b>seem</b> [2] 39/5 39/7</p> <p><b>seems</b> [2] 32/2 46/5</p> <p><b>seen</b> [1] 11/22</p> <p><b>sense</b> [6] 10/21 17/23 34/16 35/12 49/8 64/1</p> <p><b>sentence</b> [1] 42/17</p> <p><b>separate</b> [3] 14/25 25/23 42/9</p> <p><b>series</b> [2] 8/5 8/18</p> <p><b>serve</b> [2] 7/8 59/19</p> <p><b>service</b> [8] 13/19 26/1 31/25 36/13 36/14 36/18 40/10 58/1</p> <p><b>services</b> [21] 1/21 10/9 13/12 19/23 24/24</p> | <p>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</p> <p><b>session</b> [2] 29/15 55/4</p> <p><b>sessions</b> [4] 8/15 11/8 11/9 57/17</p> <p><b>set</b> [5] 7/11 28/14 42/3 47/5 47/9</p> <p><b>sets</b> [1] 9/15</p> <p><b>seven</b> [4] 9/8 15/18 23/22 33/9</p> <p><b>several</b> [3] 15/18 50/5 50/18</p> <p><b>shape</b> [1] 7/11</p> <p><b>she</b> [7] 59/2 59/6 59/6 59/7 59/9 59/15 59/17</p> <p><b>She'll</b> [1] 60/6</p> <p><b>she's</b> [1] 2/12</p> <p><b>Shire</b> [1] 65/9</p> <p><b>shop</b> [1] 24/7</p> <p><b>shopping</b> [3] 53/7 54/5 60/22</p> <p><b>short</b> [2] 55/2 57/3</p> <p><b>Shorthand</b> [1] 68/6</p> <p><b>should</b> [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</p> <p><b>show</b> [3] 11/15 12/21 66/1</p> <p><b>showing</b> [1] 61/20</p> <p><b>shown</b> [1] 62/1</p> <p><b>shows</b> [1] 59/21</p> <p><b>SHPO</b> [1] 36/17</p> <p><b>side</b> [1] 55/22</p> <p><b>sides</b> [1] 62/7</p> <p><b>significance</b> [1] 36/25</p> <p><b>significant</b> [3] 36/1 36/2 51/21</p> <p><b>significantly</b> [1] 28/6</p> <p><b>Silverman</b> [2] 1/15 2/17</p> <p><b>similar</b> [7] 32/3 39/5 43/3 43/22 57/20 57/21 57/22</p> <p><b>simply</b> [3] 42/16 45/24 46/1</p> <p><b>since</b> [10] 5/16 23/14 24/11 24/11 24/21 25/5 25/14 26/21 28/24 63/19</p> <p><b>single</b> [2] 27/16 62/9</p> <p><b>single-family</b> [1] 62/9</p> <p><b>singles</b> [2] 21/23 22/11</p> <p><b>Sir</b> [1] 66/4</p> <p><b>sitting</b> [1] 55/9</p> <p><b>six</b> [1] 8/10</p> <p><b>size</b> [2] 22/15 22/16</p> <p><b>slides</b> [1] 31/4</p> <p><b>small</b> [3] 16/12 22/16 49/4</p> <p><b>so</b> [106]</p> <p><b>so and</b> [1] 44/15</p> <p><b>some</b> [38] 5/24 7/20</p> | <p>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</p> <p><b>somebody</b> [1] 37/23</p> <p><b>someone</b> [1] 37/7</p> <p><b>something</b> [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</p> <p><b>somewhat</b> [3] 25/14 50/9 50/10</p> <p><b>somewhere</b> [1] 33/24</p> <p><b>soon</b> [1] 39/1</p> <p><b>sooner</b> [1] 66/7</p> <p><b>sort</b> [10] 5/24 11/15 16/12 17/10 21/9 22/8 23/19 35/4 54/19 66/20</p> <p><b>sound</b> [1] 43/21</p> <p><b>south</b> [1] 60/21</p> <p><b>space</b> [11] 15/24 16/3 21/23 26/14 26/19 27/12 43/12 44/13 44/18 44/19 49/17</p> <p><b>spaces</b> [1] 34/1</p> <p><b>speak</b> [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</p> <p><b>speaker</b> [4] 4/11 11/25 65/2 65/5</p> <p><b>Speakers</b> [1] 4/22</p> <p><b>speaking</b> [1] 64/7</p> <p><b>special</b> [2] 1/1 2/3</p> <p><b>specific</b> [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</p> <p><b>specifically</b> [5] 6/10 23/7 42/6 60/20 62/18</p> <p><b>specificity</b> [1] 35/18</p> <p><b>specified</b> [1] 28/11</p> <p><b>specify</b> [1] 35/12</p> <p><b>spent</b> [1] 53/9</p> <p><b>split</b> [1] 42/20</p> <p><b>square</b> [1] 13/14</p> <p><b>squared</b> [1] 61/21</p> <p><b>SR</b> [2] 61/25 63/2</p> <p><b>SR-1</b> [2] 61/25 63/2</p> <p><b>SS</b> [1] 68/1</p> <p><b>St</b> [3] 1/23 37/17 68/2</p> <p><b>St.</b> [5] 5/21 17/4 37/20 58/2 60/12</p> <p><b>St. Louis</b> [5] 5/21 17/4 37/20 58/2 60/12</p> <p><b>stable</b> [2] 19/1 24/16</p> <p><b>staff</b> [11] 4/15 4/16 5/15 6/16 8/5 8/9 8/15 25/17 28/10 29/23</p> | <p>50/12</p> <p><b>staff's</b> [1] 30/1</p> <p><b>stakeholder</b> [7] 8/7 8/10 8/12 8/18 11/9 11/11 29/14</p> <p><b>stakeholders</b> [1] 55/16</p> <p><b>stand</b> [1] 4/20</p> <p><b>standard</b> [3] 15/23 49/1 49/15</p> <p><b>standards</b> [3] 28/8 28/11 46/23</p> <p><b>start</b> [7] 2/8 3/21 5/2 52/20 65/6 66/13 66/14</p> <p><b>started</b> [1] 12/19</p> <p><b>starting</b> [3] 5/17 21/11 21/13</p> <p><b>state</b> [10] 4/12 27/3 28/12 29/9 34/7 36/16 36/16 36/17 36/25 68/1</p> <p><b>stated</b> [2] 28/7 33/10</p> <p><b>statement</b> [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</p> <p><b>states</b> [4] 6/17 45/6 48/25 51/18</p> <p><b>Station</b> [2] 57/15 58/5</p> <p><b>stay</b> [1] 22/8</p> <p><b>stenographically</b> [1] 68/8</p> <p><b>still</b> [4] 4/24 7/16 47/16 47/20</p> <p><b>stipulation</b> [1] 56/3</p> <p><b>stock</b> [1] 18/22</p> <p><b>stops</b> [2] 31/21 31/22</p> <p><b>stormwater</b> [7] 30/11 30/13 30/13 30/16 50/6 51/8 51/18</p> <p><b>strategies</b> [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</p> <p><b>strategy</b> [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</p> <p><b>streamline</b> [1] 26/5</p> <p><b>street</b> [2] 57/10 57/23</p> <p><b>Streets</b> [2] 28/13 28/18</p> <p><b>streetscapes</b> [1] 16/13</p> <p><b>strength</b> [1] 40/6</p> <p><b>strengthen</b> [1] 25/1</p> <p><b>strengthened</b> [1] 50/10</p> |
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| <p><b>S</b></p> <p><b>strictly</b> [1] 52/1</p> <p><b>strong</b> [4] 17/23 39/25 40/23 59/6</p> <p><b>stronger</b> [2] 38/14 51/4</p> <p><b>structure</b> [2] 36/8 54/3</p> <p><b>structured</b> [3] 7/24 8/23 9/7</p> <p><b>structures</b> [1] 36/7</p> <p><b>struggle</b> [2] 54/7 54/8</p> <p><b>struggled</b> [1] 54/4</p> <p><b>Studio</b> [1] 6/15</p> <p><b>Studios</b> [1] 4/6</p> <p><b>Stutte</b> [2] 1/17 3/4</p> <p><b>subdivision</b> [4] 33/25 35/10 48/15 60/23</p> <p><b>Subdivisions</b> [2] 60/14 62/16</p> <p><b>submits</b> [1] 37/22</p> <p><b>submitted</b> [2] 4/15 29/21</p> <p><b>subsequent</b> [1] 10/14</p> <p><b>substantially</b> [1] 26/21</p> <p><b>subtly</b> [1] 49/21</p> <p><b>suburban</b> [5] 18/8 33/12 33/14 61/24 63/1</p> <p><b>success</b> [1] 8/12</p> <p><b>such</b> [1] 37/5</p> <p><b>suggest</b> [3] 10/23 20/10 33/13</p> <p><b>Suite</b> [1] 60/12</p> <p><b>summary</b> [6] 5/13 9/21 10/15 12/16 19/13 31/2</p> <p><b>summer</b> [1] 54/15</p> <p><b>supercede</b> [1] 7/14</p> <p><b>supplements</b> [1] 15/24</p> <p><b>supply</b> [1] 13/6</p> <p><b>support</b> [3] 13/9 13/14 23/23</p> <p><b>supported</b> [5] 9/17 24/8 24/19 25/5 50/19</p> <p><b>sure</b> [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</p> <p><b>survey</b> [2] 36/23 36/24</p> <p><b>sustainability</b> [8] 10/6 16/18 16/23 28/23 29/1 29/5 48/1 48/5</p> <p><b>sustainability-related</b> [1] 29/1</p> <p><b>sustainable</b> [2] 6/19 19/11</p> <p><b>swear</b> [1] 4/21</p> <p><b>sworn</b> [7] 4/20 4/22 4/24 46/20 52/22 65/3 65/5</p> <p><b>system</b> [1] 16/4</p> <p><b>systems</b> [1] 9/12</p> <p><b>T</b></p> <p><b>table</b> [2] 55/22 58/21</p> <p><b>tables</b> [2] 19/22 55/10</p> <p><b>tack</b> [1] 67/3</p> | <p><b>take</b> [9] 12/11 12/20 31/5 48/7 48/16 48/17 58/3 66/4 66/21</p> <p><b>take-aways</b> [1] 12/20</p> <p><b>taken</b> [1] 53/17</p> <p><b>taking</b> [1] 54/12</p> <p><b>talk</b> [5] 10/13 34/25 39/6 44/7 63/25</p> <p><b>talking</b> [4] 44/10 48/4 51/23 54/9</p> <p><b>talks</b> [3] 27/9 39/16 44/24</p> <p><b>Tappmeyer</b> [2] 33/24 38/23</p> <p><b>target</b> [1] 49/9</p> <p><b>targets</b> [2] 29/12 48/2</p> <p><b>Task</b> [1] 58/20</p> <p><b>taxes</b> [1] 14/15</p> <p><b>technology</b> [1] 18/10</p> <p><b>teeth</b> [1] 35/5</p> <p><b>ten</b> [5] 19/3 24/19 25/5 47/2 56/5</p> <p><b>tend</b> [2] 13/2 22/20</p> <p><b>terms</b> [9] 13/20 15/19 16/8 16/18 21/20 35/11 49/2 49/15 64/16</p> <p><b>text</b> [1] 20/3</p> <p><b>than</b> [10] 14/13 15/5 15/22 20/4 33/13 33/24 38/14 41/5 43/7 51/7</p> <p><b>thank</b> [20] 5/5 12/7 23/1 32/21 37/25 58/13 58/14 58/15 60/3 60/4 60/5 60/8 61/1 61/17 63/8 64/14 64/22 66/3 66/8 66/22</p> <p><b>Thanks</b> [1] 22/24</p> <p><b>that</b> [354]</p> <p><b>that that's</b> [1] 32/14</p> <p><b>that there</b> [1] 15/3</p> <p><b>that'll</b> [2] 64/12 66/18</p> <p><b>that's</b> [47] 3/18 9/7 12/24 13/13 14/16 15/15 20/20 30/20 32/14 32/14 35/2 35/17 36/21 37/13 38/24 38/24 38/25 38/25 39/9 39/9 39/19 40/7 40/19 40/20 41/2 42/2 44/8 45/2 46/4 46/12 48/14 49/11 52/1 56/16 56/17 57/4 59/4 59/5 59/5 60/23 63/5 63/7 64/22 65/18 66/2 66/6 66/17</p> <p><b>the creation</b> [1] 46/3</p> <p><b>their</b> [3] 21/11 25/17 62/20</p> <p><b>them</b> [15] 10/23 11/3 12/1 16/3 23/19 24/9 26/9 28/4 30/21 34/15 43/25 44/5 44/14 56/6 58/4</p> <p><b>then</b> [18] 4/8 9/17 11/19 12/6 12/6 19/25 28/22 33/1 36/25 37/1 37/2 37/2 43/24 44/7 44/19 51/14 55/9 61/14</p> <p><b>there</b> [65] 8/2 8/9</p> | <p>10/17 11/3 11/4 12/23 13/10 14/24 15/3 15/23 17/17 17/17 17/18 17/19 18/13 20/8 20/24 22/12 23/11 23/13 25/20 26/11 26/20 28/3 31/18 35/9 36/10 36/12 36/16 36/16 36/22 41/10 41/11 41/13 44/20 46/15 46/23 46/24 47/9 47/12 47/20 47/23 48/4 48/12 48/19 49/4 49/6 50/16 50/16 50/19 50/21 50/25 51/13 54/3 54/24 55/5 55/10 58/9 59/4 60/20 61/2 63/9 64/25 65/10 66/10</p> <p><b>there's</b> [15] 3/17 3/22 4/7 12/3 15/20 16/4 33/16 35/7 36/20 36/20 36/20 36/21 44/25 45/1 61/25</p> <p><b>therefore</b> [1] 25/23</p> <p><b>these</b> [23] 8/7 9/23 10/2 10/11 16/6 16/6 17/24 18/14 19/1 23/24 24/10 30/10 30/15 36/7 41/9 43/14 43/25 45/17 45/24 45/24 56/18 56/23 62/11</p> <p><b>they</b> [20] 4/10 4/24 9/24 10/4 10/24 12/1 14/14 17/16 37/2 39/5 39/5 39/5 39/5 39/7 43/15 43/21 43/22 46/10 46/16 55/1</p> <p><b>they're</b> [11] 18/11 20/16 23/16 36/2 36/19 37/2 43/15 43/22 46/14 47/16 47/20</p> <p><b>thing</b> [8] 10/19 32/11 43/7 45/16 49/19 57/2 59/5 60/16</p> <p><b>things</b> [27] 11/21 13/16 15/1 17/12 18/12 19/1 26/9 31/20 31/22 31/23 40/13 41/6 41/10 41/11 41/14 41/15 45/1 48/15 53/3 54/20 55/6 55/12 55/15 55/23 57/9 59/11 62/18</p> <p><b>things and</b> [1] 55/12</p> <p><b>think</b> [54] 2/12 4/16 10/20 11/10 12/16 15/10 15/11 20/7 21/25 21/25 22/3 32/13 32/14 32/17 32/22 33/19 34/19 35/17 39/8 39/8 39/9 39/9 40/2 41/2 41/10 41/13 41/23 42/5 43/20 44/25 45/1 45/12 45/20 46/4 47/15 48/16 50/7 50/9 50/9 51/4 52/20 53/21 54/7 54/11 55/7 56/9 56/16 56/24 56/25 58/25 60/17 63/12 64/12 66/12</p> | <p><b>thinking</b> [2] 41/7 55/10</p> <p><b>third</b> [3] 30/23 30/24 57/2</p> <p><b>third-party</b> [1] 30/24</p> <p><b>thirds</b> [2] 14/14 15/8</p> <p><b>this</b> [73]</p> <p><b>those</b> [46] 1/12 5/13 7/16 8/1 8/11 9/17 10/19 10/21 11/5 11/21 15/24 16/2 17/6 17/20 21/14 21/15 21/18 22/6 22/7 23/13 23/18 26/12 27/2 27/19 27/19 28/10 30/20 33/23 34/2 34/2 34/3 34/7 36/3 39/10 39/10 39/11 41/15 42/1 44/19 46/10 46/13 50/12 53/4 56/23 57/23 58/4</p> <p><b>though</b> [4] 4/18 13/17 35/6 50/18</p> <p><b>thought</b> [11] 37/13 40/15 40/18 41/22 46/10 46/10 47/1 49/23 54/18 64/8 66/2</p> <p><b>three</b> [8] 3/22 3/23 4/1 4/2 4/7 5/7 12/5 62/7</p> <p><b>thrive</b> [1] 58/10</p> <p><b>through</b> [29] 5/15 6/16 9/8 10/23 11/10 12/5 14/15 16/12 23/8 23/12 23/19 23/25 24/9 25/16 28/9 36/13 36/14 37/8 50/13 51/11 55/7 56/4 56/8 56/24 59/10 59/16 61/8 63/3 65/19</p> <p><b>throughout</b> [4] 16/5 35/25 37/20 41/23</p> <p><b>throwing</b> [1] 41/19</p> <p><b>THURSDAY</b> [2] 1/5 2/4</p> <p><b>tie</b> [1] 30/22</p> <p><b>tied</b> [1] 18/9</p> <p><b>till</b> [1] 61/4</p> <p><b>Tim</b> [8] 1/13 4/6 5/1 7/4 38/19 65/4 65/8 66/12</p> <p><b>Tim's</b> [1] 46/7</p> <p><b>time</b> [19] 3/19 4/25 7/12 9/3 16/10 19/12 23/20 27/10 34/15 36/5 39/1 43/10 47/11 54/8 54/9 54/12 54/18 63/24 66/21</p> <p><b>times</b> [1] 12/14</p> <p><b>Toby</b> [2] 52/22 52/24</p> <p><b>today</b> [5] 4/4 8/25 12/10 19/5 35/13</p> <p><b>together</b> [3] 16/7 40/3 54/11</p> <p><b>tomorrow</b> [3] 58/11 63/16 63/16</p> <p><b>tonight</b> [16] 4/1 4/2 4/19 5/7 5/11 10/13 12/15 23/13 52/25 53/3 60/18 62/15 62/21 62/25 63/24 64/6</p> <p><b>too</b> [9] 32/17 41/12 41/21 42/10 48/18</p> | <p>48/23 49/21 49/21 61/12</p> <p><b>tool</b> [1] 7/8</p> <p><b>tools</b> [2] 7/20 9/19</p> <p><b>top</b> [1] 56/5</p> <p><b>topic</b> [1] 63/12</p> <p><b>total</b> [3] 8/19 19/23 34/15</p> <p><b>townhomes</b> [1] 60/21</p> <p><b>traditional</b> [3] 13/9 18/9 56/7</p> <p><b>traffic</b> [10] 10/7 16/13 27/25 28/1 46/9 46/11 46/24 46/25 47/2 47/8</p> <p><b>trails</b> [2] 10/6 16/4</p> <p><b>traits</b> [1] 57/20</p> <p><b>transcript</b> [1] 68/10</p> <p><b>transform</b> [1] 58/10</p> <p><b>transformation</b> [1] 56/4</p> <p><b>transformed</b> [1] 56/22</p> <p><b>transit</b> [4] 17/22 28/1 31/21 31/25</p> <p><b>transition</b> [2] 54/1 56/24</p> <p><b>translated</b> [1] 59/22</p> <p><b>transportation</b> [9] 16/8 16/11 27/22 31/15 43/12 43/16 44/14 44/21 60/1</p> <p><b>trash</b> [1] 39/18</p> <p><b>travel</b> [1] 13/11</p> <p><b>tremendous</b> [1] 57/9</p> <p><b>trends</b> [5] 9/2 12/10 12/19 17/9 18/5</p> <p><b>trips</b> [1] 13/24</p> <p><b>true</b> [2] 34/16 68/9</p> <p><b>try</b> [4] 42/20 51/15 61/18 63/3</p> <p><b>trying</b> [1] 50/13</p> <p><b>tuning</b> [1] 41/21</p> <p><b>Turley</b> [1] 58/2</p> <p><b>turn</b> [4] 4/11 4/12 5/1 55/3</p> <p><b>turned</b> [3] 36/25 55/10 65/2</p> <p><b>twelve</b> [1] 24/8</p> <p><b>twenty</b> [3] 14/5 14/9 57/6</p> <p><b>two</b> [18] 12/19 14/14 15/8 17/14 17/16 17/20 19/22 20/8 21/14 21/18 25/4 26/20 30/16 40/3 43/21 50/5 56/18 60/6</p> <p><b>two-thirds</b> [2] 14/14 15/8</p> <p><b>type</b> [2] 57/16 64/18</p> <p><b>types</b> [2] 18/15 24/17</p> <p><b>typewriting</b> [1] 68/9</p> <p><b>typically</b> [2] 22/13 37/15</p> <p><b>U</b></p> <p><b>uh</b> [17] 11/6 19/17 19/20 20/6 21/2 22/17 32/20 39/15 40/11 41/25 47/6 47/6 49/25 50/3 50/23 52/13 64/24</p> |
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| <p><b>U</b></p> <p><b>Uh-huh</b> [14] 11/6<br/>19/20 20/6 21/2 22/17<br/>32/20 39/15 40/11<br/>41/25 49/25 50/3 50/23<br/>52/13 64/24</p> <p><b>Uh-uh</b> [1] 47/6</p> <p><b>unchanged</b> [3] 24/21<br/>27/20 28/5</p> <p><b>under</b> [15] 15/3 15/9<br/>15/20 21/10 21/14 22/8<br/>22/8 26/2 26/10 28/4<br/>31/13 38/21 43/22<br/>48/25 51/17</p> <p><b>understand</b> [2] 8/13<br/>61/5</p> <p><b>understanding</b> [1]<br/>48/19</p> <p><b>underutilized</b> [1] 6/3</p> <p><b>unfortunately</b> [1]<br/>58/23</p> <p><b>unique</b> [3] 6/22 17/15<br/>24/5</p> <p><b>unknown</b> [1] 56/24</p> <p><b>unless</b> [2] 51/5 65/21</p> <p><b>unmet</b> [2] 13/10 13/13</p> <p><b>unmodified</b> [1] 24/21</p> <p><b>until</b> [2] 12/5 50/21</p> <p><b>unusual</b> [1] 56/2</p> <p><b>up</b> [17] 4/12 8/18<br/>14/13 15/8 15/12 23/25<br/>27/8 29/14 39/17 46/17<br/>49/22 51/15 52/23<br/>63/22 65/3 65/16 66/14</p> <p><b>up-to-date</b> [1] 27/8</p> <p><b>update</b> [6] 1/10 6/1<br/>7/13 7/19 9/24 66/25</p> <p><b>updated</b> [5] 24/11 28/7<br/>28/10 29/12 29/12</p> <p><b>updates</b> [3] 23/14 29/6<br/>29/10</p> <p><b>upon</b> [4] 6/5 17/7<br/>29/14 42/3</p> <p><b>ups</b> [1] 11/9</p> <p><b>urban</b> [2] 18/13 57/17</p> <p><b>us</b> [4] 3/7 49/8 57/7<br/>60/5</p> <p><b>use</b> [13] 7/9 7/14 9/11<br/>14/21 29/16 29/17<br/>29/25 30/2 30/4 30/4<br/>50/7 61/22 62/13</p> <p><b>used</b> [3] 7/18 9/19<br/>54/1</p> <p><b>user</b> [1] 13/18</p> <p><b>utility</b> [1] 18/10</p> <p><b>utilize</b> [4] 26/16 27/11<br/>27/24 28/13</p> <p><b>utilizing</b> [1] 6/22</p> | <p>56/13 58/14 58/24 59/1<br/>59/5 59/6 60/3 60/4<br/>60/16 60/24 66/11</p> <p><b>viability</b> [1] 21/6</p> <p><b>vibrance</b> [1] 33/11</p> <p><b>vibrant</b> [1] 6/24</p> <p><b>viewing</b> [1] 29/19</p> <p><b>vision</b> [5] 6/14 9/7<br/>10/12 15/14 24/1</p> <p><b>votes</b> [2] 3/15 67/12</p> <p><b>W</b></p> <p><b>wait</b> [1] 12/5</p> <p><b>Wakefield</b> [2] 53/8<br/>58/1</p> <p><b>walk</b> [2] 45/1 65/19</p> <p><b>walkability</b> [3] 24/18<br/>28/1 57/22</p> <p><b>walkable</b> [2] 10/6<br/>17/20</p> <p><b>walking</b> [1] 17/21</p> <p><b>want</b> [23] 4/10 4/19<br/>4/24 7/4 12/1 12/15<br/>23/12 23/13 23/19<br/>38/24 40/20 42/11 44/6<br/>46/13 48/8 48/18 53/19<br/>58/9 58/10 59/20 62/6<br/>63/23 66/22</p> <p><b>wanted</b> [11] 22/8<br/>34/22 40/22 42/4 42/6<br/>43/10 43/13 53/16 59/2<br/>62/16 64/15</p> <p><b>wants</b> [3] 59/9 59/15<br/>59/17</p> <p><b>Ward</b> [2] 58/18 65/9</p> <p><b>was</b> [69]</p> <p><b>waste</b> [1] 63/23</p> <p><b>water</b> [3] 26/1 50/6<br/>51/8</p> <p><b>way</b> [14] 10/3 13/18<br/>15/7 20/11 20/20 23/4<br/>23/4 42/5 50/17 53/24<br/>54/1 58/3 58/11 65/10</p> <p><b>ways</b> [1] 16/2</p> <p><b>we</b> [172]</p> <p><b>we capture</b> [1] 42/15</p> <p><b>we'd</b> [3] 56/13 56/15<br/>58/3</p> <p><b>we'll</b> [7] 2/8 5/1 10/13<br/>13/16 23/2 39/2 43/10</p> <p><b>we're</b> [19] 4/1 4/5<br/>35/18 35/20 38/12<br/>40/21 40/21 41/12<br/>48/25 49/4 49/16 51/23<br/>53/4 53/21 53/21 54/12<br/>63/15 64/2 66/12</p> <p><b>we're in</b> [1] 64/2</p> <p><b>we've</b> [8] 12/11 46/25<br/>53/17 54/4 54/17 57/3<br/>57/24 58/4</p> <p><b>website</b> [2] 65/13<br/>65/20</p> <p><b>weeds</b> [1] 41/13</p> <p><b>week</b> [1] 33/10</p> <p><b>welcome</b> [3] 12/5 38/1<br/>66/4</p> <p><b>well</b> [26] 8/6 9/2 12/10<br/>15/19 21/12 24/1 25/17</p> | <p>27/8 30/12 30/12 40/22<br/>41/7 41/22 41/23 42/8<br/>43/12 43/16 43/21<br/>45/23 58/24 60/25<br/>61/15 64/12 64/19<br/>64/21 65/14</p> <p><b>well-deserved</b> [1] 42/8</p> <p><b>well-established</b> [1]<br/>15/19</p> <p><b>went</b> [1] 50/13</p> <p><b>were</b> [27] 4/22 8/1 8/2<br/>8/2 8/7 8/9 9/8 9/23<br/>9/24 10/14 11/19 25/19<br/>25/20 26/6 26/7 26/8<br/>26/8 27/2 28/20 35/5<br/>47/11 49/2 51/5 54/15<br/>59/3 65/11 65/22</p> <p><b>weren't</b> [1] 48/8</p> <p><b>Westgate</b> [1] 60/22</p> <p><b>what</b> [31] 12/15 13/2<br/>14/10 15/2 15/22 23/12<br/>26/4 27/1 27/20 31/18<br/>37/13 38/9 38/12 38/14<br/>40/21 40/21 44/6 48/3<br/>48/3 49/3 49/11 50/12<br/>51/23 54/23 54/24<br/>54/25 55/22 56/16 58/4<br/>59/21 65/11</p> <p><b>what's</b> [8] 15/5 15/8<br/>20/4 47/12 49/11 49/12<br/>60/17 62/7</p> <p><b>when</b> [21] 4/11 14/1<br/>15/10 15/11 17/9 17/9<br/>18/4 19/21 20/12 22/4<br/>28/14 43/13 47/10<br/>47/10 48/14 51/15 52/5<br/>56/14 57/25 64/1 64/6</p> <p><b>where</b> [16] 4/12 4/20<br/>21/19 23/8 23/8 23/13<br/>32/3 41/14 41/14 49/20<br/>54/19 56/25 57/15<br/>59/13 65/19 66/1</p> <p><b>Whereas</b> [1] 44/20</p> <p><b>whether</b> [5] 33/25<br/>36/19 36/22 43/6 47/15</p> <p><b>which</b> [38] 5/18 5/25<br/>7/20 7/23 8/19 8/25<br/>9/18 11/10 13/23 14/12<br/>15/21 15/24 18/2 19/9<br/>19/23 24/20 25/5 25/21<br/>25/23 26/2 26/21 27/9<br/>28/13 29/7 29/24 29/24<br/>29/25 33/13 35/11 37/3<br/>37/4 39/20 39/24 42/7<br/>53/1 59/18 64/19 66/20</p> <p><b>while</b> [1] 24/16</p> <p><b>Whitney</b> [3] 1/17 2/25<br/>38/19</p> <p><b>who</b> [14] 3/17 4/10<br/>4/19 4/23 12/1 13/11<br/>13/22 20/24 21/11<br/>21/13 52/18 53/4 58/20<br/>65/1</p> <p><b>whole</b> [2] 32/4 47/9</p> <p><b>why</b> [3] 20/20 57/4<br/>60/23</p> <p><b>wide</b> [4] 9/12 28/18<br/>44/2 48/2</p> | <p><b>widely</b> [1] 35/24</p> <p><b>will</b> [21] 3/21 4/21 5/11<br/>6/18 6/21 7/14 12/17<br/>18/15 24/5 24/15 24/25<br/>25/8 26/16 27/24 29/4<br/>54/24 57/11 62/8 66/19<br/>66/21 66/24</p> <p><b>wished</b> [1] 29/22</p> <p><b>wishes</b> [1] 34/6</p> <p><b>within</b> [6] 6/3 13/3<br/>14/4 17/21 26/9 38/12</p> <p><b>without</b> [1] 35/12</p> <p><b>won't</b> [1] 37/14</p> <p><b>wonderful</b> [3] 57/9<br/>57/20 58/11</p> <p><b>worded</b> [3] 26/8 28/12<br/>29/9</p> <p><b>wording</b> [2] 32/7<br/>38/17</p> <p><b>words</b> [2] 21/10 51/5</p> <p><b>wordsmith</b> [1] 42/14</p> <p><b>work</b> [12] 8/14 11/7<br/>11/9 13/22 19/10 24/7<br/>36/23 52/7 55/21 57/17<br/>57/17 64/12</p> <p><b>worked</b> [1] 37/18</p> <p><b>workers</b> [2] 18/14<br/>18/15</p> <p><b>working</b> [5] 25/16<br/>26/24 29/23 32/7 58/12</p> <p><b>works</b> [2] 37/20 40/13</p> <p><b>workshops</b> [2] 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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  
16/23 17/4 27/18 27/25  
28/21 29/9 81/23 82/2  
82/7 83/5 109/12  
109/14 109/18

**MR. HILTON: [28]**  
52/17 52/20 56/8 56/10  
57/12 57/14 57/17  
57/20 57/23 58/6 58/10  
58/12 58/15 58/17  
59/22 60/14 61/8 61/13  
62/21 62/24 63/2 64/4  
64/6 64/8 65/6 65/16  
65/19 66/23

**MR. JAFFE: [2]** 97/11  
97/15

**MR. JAGGI: [61]** 2/21  
13/23 14/24 20/2 31/7  
34/19 40/9 40/12 40/20  
41/11 41/13 41/17 43/2  
43/6 43/9 45/5 45/11  
45/15 48/4 58/9 58/11  
58/14 58/16 59/15  
59/23 61/5 61/12 62/19  
68/13 68/15 69/6 69/14  
75/24 76/2 76/7 76/10  
86/3 89/20 89/25 90/3  
90/6 93/5 94/2 94/5  
94/7 94/18 94/24 95/6  
105/24 107/7 111/10  
111/13 112/1 112/6  
112/9 112/21 114/4  
114/7 114/12 115/15  
116/5

**MR. KLEARMAN: [4]**  
17/13 17/17 17/22  
17/25

**MR. LUMLEY: [13]**  
2/18 3/5 3/12 16/14  
20/19 20/23 24/7 24/10  
24/12 75/4 75/9 75/16  
109/11

**MR. MAGRUDER: [24]**  
2/9 3/8 30/24 36/10  
41/5 41/21 62/20 62/22  
62/25 65/7 69/12 74/25  
84/11 84/14 85/7 85/21  
85/24 86/2 88/22  
114/22 115/5 115/8  
115/11 116/19

**MR. MCCOY: [6]** 19/2  
19/5 19/14 20/4 20/11  
20/15

**MR. ROVAK: [30]**  
2/11 3/9 15/1 15/9  
15/22 16/6 16/8 16/11  
16/15 16/17 16/20  
16/22 39/9 39/19 40/19  
41/23 43/5 43/8 45/3  
45/6 45/12 45/25 65/8  
65/17 66/21 90/15  
110/10 110/15 110/17  
116/16

**MR. SCHUH: [13]**

2/15 12/12 12/16 19/23  
57/13 57/15 57/18  
57/21 57/24 59/14  
107/4 107/10 115/12

**MR. STERN: [10]**  
98/25 99/3 99/5 103/7  
103/24 104/7 104/14  
104/22 105/2 105/7

**MR. TIMOTHY BREIHAN: [82]** 4/19  
5/15 12/15 12/19 15/8  
15/21 15/24 16/7 16/10  
16/16 17/2 17/5 21/1  
21/13 24/6 24/9 24/11  
24/17 24/25 25/2 25/4  
27/24 28/4 28/25 29/12  
29/14 29/21 29/25  
30/19 30/22 30/25 33/9  
36/11 39/18 39/25  
40/11 41/20 41/22  
46/17 46/22 49/2 66/24  
68/14 69/5 69/18 72/14  
72/18 72/21 73/5 75/8  
75/13 75/17 76/15 82/1  
82/6 82/11 83/11 84/13  
84/19 85/13 85/22 86/1  
91/14 91/19 92/8 92/11  
92/14 95/9 96/6 96/9  
96/13 97/2 97/5 107/11  
109/13 109/17 109/21  
111/1 111/4 112/20  
112/22 114/6

**MS. CAMPBELL: [19]**  
49/12 49/16 49/19 50/5  
50/9 50/18 50/20 50/24  
51/11 51/13 51/16  
51/19 51/23 51/25 52/2  
52/4 52/7 52/9 110/25

**MS. HALL: [1]** 2/7  
**MS. KELLY: [3]** 2/23  
47/21 48/3

**MS. SCHABERG: [1]**  
73/18

**MS. SILVERMAN: [22]**  
2/13 3/23 19/25 20/8  
20/22 41/6 41/12 41/16  
50/8 88/23 89/21 90/2  
90/5 90/7 92/17 92/25  
94/16 98/24 104/8  
104/20 104/25 105/3

**MS. STUTTE: [1]** 3/1

**\$**

**\$30 [1]** 63/14  
**\$7 [1]** 63/15

**'**

**'60s [1]** 100/5

**0**

**028 [2]** 1/8 4/9

**1**

**10-foot [1]** 37/13  
**100 [1]** 41/16  
**102 [1]** 20/11  
**103 [1]** 20/11  
**1199 [1]** 1/23

**12173 [1]** 97/17  
**141 [1]** 65/22  
**15 [1]** 47/25  
**150 [1]** 73/21  
**16 [1]** 52/22  
**16-028 [2]** 1/8 4/9  
**17th [1]** 3/20  
**1950s [1]** 90/12  
**1963 [1]** 100/4

**2**

**20 [1]** 3/19  
**200,000 [1]** 99/8  
**2002 [3]** 33/13 88/12  
100/9  
**2006 [4]** 8/4 26/13 56/6  
100/9  
**2016 [4]** 1/4 2/3 3/20  
3/20  
**20th [2]** 5/1 67/20  
**21st [6]** 111/17 112/12  
114/4 114/10 116/10  
116/12  
**233 [1]** 99/1  
**26 feet [1]** 18/8  
**270 [8]** 9/25 50/7 50/16  
50/19 50/23 51/11  
51/12 54/7

**3**

**300 [1]** 1/3  
**314 [3]** 1/22 1/23 49/17  
**32-year [1]** 99/2  
**37 percent [1]** 100/24

**4**

**40 percent [1]** 53/25  
**400 [1]** 73/21  
**4772 [1]** 1/22

**5**

**50,000 [1]** 59/20  
**50-foot [2]** 18/7 82/20  
**50-year [1]** 99/6  
**5th [2]** 114/20 115/20

**6**

**60-foot [1]** 82/20  
**62 [1]** 24/11  
**63105 [1]** 73/22  
**63128 [1]** 1/23  
**64 [1]** 16/2  
**67 percent [1]** 99/16  
**6:30 [1]** 1/5  
**6th [4]** 7/11 26/1 34/5  
107/18

**7**

**7,200 square [1]**  
100/20  
**71 [2]** 16/15 20/21  
**739 [1]** 18/1  
**76 [2]** 39/6 73/2  
**77 [3]** 39/6 73/2 73/6  
**7th [1]** 2/2

**8**

**8,000 square [2]** 100/3  
100/16

**80 [1]** 47/24  
**80-foot [1]** 82/20  
**831 [1]** 19/6  
**86 [1]** 75/10  
**87 [1]** 75/20  
**8:58 [1]** 117/2

**9**

**974-1199 [1]** 1/23

**A**

**a sidewalk [1]** 94/5  
**Abby [1]** 73/20  
**able [6]** 50/1 74/15  
81/20 82/23 101/10  
115/19  
**about [82]** 6/6 7/8 8/16  
8/16 14/11 14/16 17/10  
17/11 17/17 19/11 20/2  
20/8 23/7 25/6 25/23  
31/12 33/5 34/22 35/18  
36/4 36/13 40/18 41/3  
41/8 44/24 46/13 48/12  
51/11 52/11 53/7 53/16  
55/18 56/12 56/25  
60/20 64/3 64/10 66/14  
66/15 67/21 68/3 71/21  
72/13 74/1 74/9 74/14  
75/3 85/16 86/7 86/10  
86/22 87/21 88/4 89/3  
89/6 89/19 90/19 91/8  
91/17 92/1 93/16 93/22  
94/21 96/22 97/20  
97/20 98/12 98/12  
100/1 101/1 102/10  
104/11 104/11 104/23  
109/17 110/7 111/8  
113/17 114/2 114/10  
115/1 116/10  
**above [1]** 14/14  
**absence [1]** 85/19  
**absolutely [7]** 28/8  
47/7 75/15 75/18 82/17  
85/17 109/22  
**abut [1]** 101/13  
**acceptable [2]** 69/1  
76/14  
**acceptance [1]** 3/8  
**accepted [1]** 45/21  
**accepting [1]** 88/13  
**access [17]** 59/4 63/13  
67/8 67/13 70/4 70/5  
71/17 72/1 77/4 78/6  
78/8 79/7 79/8 80/3  
80/6 83/17 106/24  
**accessed [2]** 70/9  
79/15  
**accessibility [2]** 34/12  
84/9  
**accommodate [2]**  
77/10 87/14  
**accommodating [1]**  
77/4  
**accomplish [1]** 41/9  
**accomplishes [1]**  
107/1  
**accomplishment [1]**  
114/18

**according [2]** 22/5  
91/16  
**account [2]** 101/19  
103/3  
**accurate [2]** 69/5  
117/15  
**achieve [1]** 6/2  
**achieved [2]** 63/11  
64/20  
**achieving [1]** 107/3  
**acquire [1]** 87/16  
**acre [4]** 11/13 11/15  
11/17 100/15  
**Acres [1]** 52/22  
**across [6]** 54/3 54/3  
61/14 64/16 72/25  
90/11  
**action [2]** 113/18  
113/22  
**activated [1]** 93/17  
**active [4]** 36/20 37/8  
45/10 70/12  
**activity [3]** 31/18 37/2  
69/1  
**actually [20]** 3/5 10/1  
10/12 20/20 30/11 31/4  
41/25 46/2 46/3 47/2  
69/7 72/21 73/6 76/3  
76/5 84/23 88/15 90/17  
95/5 111/11  
**actually do [1]** 3/5  
**add [7]** 29/18 31/8  
40/9 47/22 48/6 73/25  
74/19  
**add-on [1]** 29/18  
**added [1]** 107/17  
**adding [1]** 76/1  
**additional [4]** 42/3  
42/5 78/4 101/6  
**address [12]** 9/16 10/7  
11/13 11/14 17/25  
21/23 23/8 39/24 46/25  
52/22 84/10 91/5  
**adequate [1]** 65/15  
**adjacent [11]** 23/1  
23/25 26/22 27/6 61/18  
70/6 72/2 78/6 80/8  
82/9 82/21  
**adjusted [1]** 83/3  
**adjustment [1]** 84/21  
**administrative [1]**  
15/3  
**adopted [3]** 5/7 21/8  
108/13  
**adopting [1]** 39/13  
**adoption [5]** 1/9 4/10  
38/21 109/6 115/22  
**advantage [1]** 60/24  
**aerial [1]** 86/5  
**after [5]** 35/21 36/9  
54/24 101/15 106/17  
**again [45]** 5/19 7/8  
8/15 11/8 12/2 12/21  
23/17 34/16 37/18 39/1  
39/4 40/14 40/16 42/10  
42/23 59/4 67/4 69/20  
69/24 70/3 70/8 71/3  
71/11 71/19 72/22 74/3



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| <p><b>A</b></p> <p><b>again...</b> [19] 76/11<br/>78/16 79/1 79/11 79/22<br/>80/1 81/5 81/22 82/12<br/>82/19 84/20 91/10<br/>91/25 108/4 108/11<br/>108/15 108/21 109/3<br/>109/23</p> <p><b>against</b> [6] 55/20 63/5<br/>64/12 66/1 66/14 94/15</p> <p><b>agenda</b> [4] 3/8 3/13<br/>114/3 114/6</p> <p><b>agree</b> [9] 30/12 36/8<br/>40/2 41/18 41/23 88/23<br/>92/18 94/10 107/10</p> <p><b>agreed</b> [1] 98/2</p> <p><b>agreement</b> [2] 91/8<br/>114/21</p> <p><b>agrees</b> [1] 98/1</p> <p><b>ahead</b> [2] 51/6 109/10</p> <p><b>airport</b> [1] 58/15</p> <p><b>aligning</b> [1] 82/23</p> <p><b>alignment</b> [1] 80/25</p> <p><b>alignments</b> [1] 80/19</p> <p><b>all</b> [63] 3/14 3/16 3/17<br/>3/21 4/1 4/1 4/2 4/19<br/>5/6 10/19 12/3 14/21<br/>18/21 19/23 24/16<br/>27/12 28/25 30/11<br/>31/10 32/13 32/24<br/>32/24 34/7 35/2 36/8<br/>38/13 42/2 45/19 48/15<br/>50/17 50/21 51/12<br/>51/12 52/25 54/21<br/>56/22 60/10 63/9 63/20<br/>66/17 66/25 68/23<br/>68/24 68/25 72/8 72/25<br/>76/8 87/2 87/7 87/12<br/>87/14 97/11 97/25 98/2<br/>98/4 111/21 112/22<br/>113/20 114/4 114/19<br/>116/14 116/22 116/23</p> <p><b>allow</b> [9] 14/7 19/15<br/>19/21 37/23 100/10<br/>101/8 103/4 108/12<br/>109/6</p> <p><b>allowances</b> [1] 11/3</p> <p><b>allowed</b> [4] 38/13<br/>71/13 84/5 86/12</p> <p><b>allowing</b> [4] 72/3<br/>79/12 81/11 88/8</p> <p><b>allows</b> [3] 24/13 24/24<br/>88/16</p> <p><b>alluded</b> [1] 104/3</p> <p><b>almost</b> [3] 39/18 83/9<br/>88/18</p> <p><b>along</b> [46] 7/6 30/3<br/>30/3 36/25 47/25 47/25<br/>48/21 51/7 53/4 67/21<br/>70/11 71/1 71/5 71/11<br/>71/14 77/24 77/24<br/>78/11 78/21 79/4 79/19<br/>80/24 81/8 81/9 81/17<br/>82/23 83/22 84/24<br/>86/20 87/12 88/2 89/18<br/>90/9 91/18 93/11 93/20<br/>94/14 94/14 94/22<br/>94/24 99/23 105/12</p> | <p>106/2 107/13 114/13<br/>116/3</p> <p><b>along Cross</b> [1] 67/21</p> <p><b>alongside</b> [1] 92/5</p> <p><b>already</b> [9] 15/15<br/>16/13 31/16 43/18<br/>43/22 44/1 44/2 108/20<br/>115/16</p> <p><b>also</b> [30] 6/14 7/24<br/>8/12 13/5 13/5 25/22<br/>27/1 32/20 47/22 48/5<br/>52/22 55/8 62/17 65/13<br/>71/4 71/13 72/16 74/10<br/>78/6 78/10 81/1 83/17<br/>84/7 84/9 88/8 88/10<br/>95/12 104/12 113/19<br/>115/7</p> <p><b>alternate</b> [1] 57/7</p> <p><b>although</b> [1] 28/19</p> <p><b>always</b> [4] 4/14 46/9<br/>53/3 106/21</p> <p><b>am</b> [1] 63/4</p> <p><b>amenities</b> [17] 23/10<br/>25/18 28/3 37/1 37/21<br/>54/22 70/21 71/7 71/8<br/>71/10 79/2 81/7 81/13<br/>93/19 95/4 96/3 107/24</p> <p><b>amenity</b> [1] 21/16</p> <p><b>among</b> [1] 38/24</p> <p><b>amongst</b> [1] 115/2</p> <p><b>amount</b> [8] 10/25 60/4<br/>82/9 86/25 89/23 99/19<br/>111/12 111/17</p> <p><b>analysis</b> [1] 9/17</p> <p><b>anchor</b> [2] 33/16 62/1</p> <p><b>and -- and</b> [1] 108/7</p> <p><b>and other</b> [1] 70/2</p> <p><b>and they're</b> [1] 50/17</p> <p><b>and/or</b> [1] 70/18</p> <p><b>annexation</b> [2] 85/15<br/>85/19</p> <p><b>another</b> [15] 19/23<br/>20/6 26/21 33/10 33/10<br/>41/4 41/20 50/22 58/14<br/>61/9 65/20 104/22<br/>112/5 113/12 113/25</p> <p><b>answer</b> [4] 55/14 56/6<br/>56/6 56/6</p> <p><b>answered</b> [1] 16/23</p> <p><b>anticipate</b> [1] 113/14</p> <p><b>any</b> [45] 3/14 3/22<br/>5/12 5/15 5/21 12/11<br/>15/1 17/6 21/11 27/16<br/>27/18 29/25 30/24 32/8<br/>39/7 39/7 47/25 49/21<br/>55/14 55/23 60/8 64/6<br/>64/24 64/24 66/16<br/>68/25 72/11 73/16<br/>75/10 75/24 81/22<br/>84/18 98/17 102/19<br/>102/22 104/5 105/8<br/>105/12 109/7 109/7<br/>114/15 115/10 115/14<br/>115/23 115/25</p> <p><b>anybody</b> [6] 4/4 4/11<br/>5/15 49/8 91/7 110/20</p> <p><b>anyone</b> [2] 17/9 75/2</p> <p><b>anything</b> [3] 40/9</p> | <p>93/22 101/1</p> <p><b>anyway</b> [3] 52/15<br/>65/10 68/11</p> <p><b>anywhere</b> [3] 65/4<br/>89/17 93/24</p> <p><b>apart</b> [1] 51/5</p> <p><b>apartments</b> [5] 28/24<br/>68/22 74/4 89/8 97/23</p> <p><b>apologize</b> [2] 75/16<br/>75/23</p> <p><b>appealing</b> [1] 56/14</p> <p><b>appear</b> [2] 21/7 90/23</p> <p><b>appearance</b> [1] 47/13</p> <p><b>appetite</b> [1] 55/11</p> <p><b>APPLICATION</b> [2] 1/8<br/>4/9</p> <p><b>applications</b> [3]<br/>111/18 112/18 114/13</p> <p><b>applies</b> [4] 11/11 58/3<br/>58/4 58/5</p> <p><b>apply</b> [3] 12/3 23/18<br/>104/13</p> <p><b>appreciate</b> [2] 59/15<br/>65/8</p> <p><b>appropriate</b> [3] 74/6<br/>88/11 115/20</p> <p><b>approval</b> [1] 3/7</p> <p><b>approve</b> [2] 3/19 3/23</p> <p><b>approving</b> [1] 13/16</p> <p><b>approximately</b> [2]<br/>59/20 99/8</p> <p><b>architect</b> [4] 56/12<br/>56/25 100/12 100/21</p> <p><b>architectural</b> [3] 14/11<br/>38/23 78/1</p> <p><b>are</b> [139]</p> <p><b>area</b> [56] 7/23 7/25 8/3<br/>11/5 25/8 25/24 26/15<br/>26/20 26/23 27/24 29/3<br/>30/14 31/13 31/15<br/>31/18 31/20 31/22<br/>31/24 37/16 37/22<br/>38/18 43/17 46/15 47/3<br/>48/10 52/13 54/16 57/5<br/>59/2 60/5 62/19 65/23<br/>67/11 68/5 68/7 68/11<br/>68/25 69/20 70/7 70/9<br/>74/3 76/12 76/18 77/21<br/>86/14 87/22 88/9<br/>104/14 105/2 106/5<br/>107/16 107/22 108/23<br/>108/24 109/21 110/10</p> <p><b>areas</b> [34] 7/19 8/1 8/5<br/>9/20 9/24 10/3 18/18<br/>19/16 19/20 22/20<br/>23/11 24/5 25/7 27/6<br/>27/10 27/16 28/12 31/5<br/>38/11 40/24 49/8 57/5<br/>67/15 70/20 71/18 78/7<br/>81/3 84/1 87/11 93/18<br/>98/13 101/23 106/4<br/>108/19</p> <p><b>argue</b> [1] 54/4</p> <p><b>around</b> [10] 9/20<br/>19/23 23/15 43/14<br/>56/23 62/13 66/7 66/8<br/>66/18 104/14</p> <p><b>arriving</b> [1] 67/16</p> | <p><b>art</b> [1] 113/8</p> <p><b>arterial</b> [1] 47/1</p> <p><b>articulated</b> [9] 6/2<br/>9/10 10/21 22/15 25/12<br/>47/5 47/6 67/10 77/7</p> <p><b>articulating</b> [2] 12/21<br/>74/3</p> <p><b>as</b> [122]</p> <p><b>as-built</b> [1] 8/24</p> <p><b>ask</b> [4] 49/6 59/16 66/3<br/>73/15</p> <p><b>asked</b> [2] 16/23<br/>100/12</p> <p><b>asking</b> [2] 27/20 60/25</p> <p><b>aspect</b> [1] 27/21</p> <p><b>aspects</b> [1] 79/13</p> <p><b>asset</b> [1] 34/11</p> <p><b>assist</b> [1] 55/11</p> <p><b>Assistant</b> [2] 1/17 3/1</p> <p><b>Assistant/Recording</b><br/>[2] 1/17 3/1</p> <p><b>associated</b> [2] 6/15<br/>66/21</p> <p><b>assume</b> [2] 58/24<br/>109/19</p> <p><b>assuming</b> [2] 42/25<br/>55/10</p> <p><b>at</b> [75] 4/11 5/10 6/21<br/>7/24 14/11 14/13 16/4<br/>16/4 16/7 19/11 22/24<br/>25/22 32/13 33/9 33/25<br/>33/25 34/17 37/11 38/4<br/>38/4 38/18 39/21 40/13<br/>41/4 41/5 44/8 44/12<br/>46/4 46/5 46/16 53/9<br/>56/21 58/24 60/21 62/6<br/>62/9 64/14 64/19 64/20<br/>65/22 68/17 69/3 77/20<br/>78/10 79/10 79/22<br/>80/14 82/8 82/18 89/9<br/>89/15 89/16 89/16<br/>91/12 92/19 93/14<br/>93/22 94/16 96/6 96/12<br/>97/17 99/18 101/8<br/>101/20 102/20 105/11<br/>107/6 111/9 111/19<br/>112/16 112/22 114/3<br/>115/2 116/3 117/2</p> <p><b>atmosphere</b> [1] 56/14</p> <p><b>attached</b> [5] 29/7<br/>53/22 77/1 84/25 88/10</p> <p><b>ATTENDANCE</b> [1]<br/>1/11</p> <p><b>attention</b> [2] 102/8<br/>112/1</p> <p><b>Attorney</b> [2] 1/15 2/17</p> <p><b>attract</b> [2] 44/25 74/18</p> <p><b>attractive</b> [1] 89/24</p> <p><b>audience</b> [5] 4/4 17/10<br/>32/18 45/17 110/22</p> <p><b>auto</b> [1] 70/9</p> <p><b>auto-accessed</b> [1]<br/>70/9</p> <p><b>automobile</b> [2] 70/4<br/>76/12</p> <p><b>available</b> [1] 59/7</p> <p><b>Avenue</b> [2] 30/6 73/21</p> <p><b>avenues</b> [1] 59/7</p> | <p><b>aware</b> [1] 35/2</p> <p><b>away</b> [2] 42/16</p> <p><b>aye</b> [8] 2/8 3/16 3/17<br/>4/2 4/3 4/3 116/23<br/>116/24</p> <p><b>B</b></p> <p><b>back</b> [29] 4/15 23/14<br/>26/1 30/18 31/4 34/22<br/>40/21 41/19 46/8 55/4<br/>62/23 66/18 69/3 69/11<br/>76/11 78/3 78/5 80/22<br/>82/6 82/8 83/20 89/2<br/>90/24 91/12 94/12<br/>110/13 110/14 115/8<br/>116/8</p> <p><b>background</b> [1] 52/25</p> <p><b>bad</b> [1] 77/14</p> <p><b>badly</b> [1] 98/22</p> <p><b>balance</b> [1] 114/2</p> <p><b>baled</b> [2] 54/24 54/25</p> <p><b>BALLAS</b> [16] 1/3 26/7<br/>26/7 26/9 26/17 26/24<br/>26/24 27/17 28/15<br/>29/16 30/3 30/4 30/17<br/>54/7 64/4 64/10</p> <p><b>ballot</b> [1] 35/4</p> <p><b>Bandanna's</b> [1]<br/>103/15</p> <p><b>base</b> [1] 99/15</p> <p><b>based</b> [19] 5/4 6/1<br/>8/10 8/12 22/20 22/21<br/>23/5 26/15 26/15 27/8<br/>35/13 37/16 38/21 47/6<br/>60/14 67/20 75/21 83/3<br/>84/22</p> <p><b>basic</b> [3] 31/11 32/15<br/>109/4</p> <p><b>basically</b> [9] 10/15<br/>12/22 25/16 26/6 26/23<br/>27/5 30/5 91/4 107/1</p> <p><b>basis</b> [1] 6/11</p> <p><b>bathrooms</b> [1] 102/5</p> <p><b>be</b> [253]</p> <p><b>bear</b> [1] 113/1</p> <p><b>beautiful</b> [1] 59/10</p> <p><b>because</b> [48] 9/4 14/8<br/>18/16 30/10 35/12<br/>35/25 36/5 39/24 41/10<br/>41/15 42/5 42/17 43/21<br/>44/9 44/25 45/15 47/9<br/>53/7 55/1 57/1 59/6<br/>60/1 60/20 61/1 61/1<br/>62/6 63/25 64/10 64/24<br/>65/2 66/15 67/14 68/10<br/>73/10 79/16 79/17 84/4<br/>85/13 89/5 91/23 93/12<br/>94/12 95/1 97/21 107/2<br/>110/8 112/3 112/17</p> <p><b>becomes</b> [2] 26/22<br/>30/9</p> <p><b>bed</b> [1] 95/23</p> <p><b>been</b> [58] 7/10 7/15<br/>7/17 7/20 8/8 9/10 9/16<br/>10/11 25/23 25/25<br/>26/14 26/24 26/25 32/2<br/>32/19 32/21 34/3 34/4<br/>37/15 39/12 42/15</p> |
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| <p><b>B</b></p> <p><b>been...</b> [37] 42/25<br/>45/23 45/23 47/5 49/12<br/>52/18 53/1 53/3 54/17<br/>55/6 55/7 55/8 57/19<br/>59/18 66/2 67/18 73/18<br/>73/19 74/14 76/19 77/6<br/>77/12 85/18 90/13 93/5<br/>93/23 95/20 97/12 98/9<br/>98/12 99/23 101/1<br/>105/11 106/21 108/20<br/>109/15 110/8</p> <p><b>before</b> [19] 3/3 5/11<br/>17/8 18/14 18/20 21/12<br/>22/8 32/11 45/23 50/2<br/>61/21 67/17 68/14<br/>73/15 97/19 99/3 111/4<br/>111/16 112/19</p> <p><b>beforehand</b> [1] 17/10<br/><b>begin</b> [6] 23/6 23/8<br/>23/12 23/21 69/16<br/>80/13</p> <p><b>beginning</b> [5] 10/16<br/>16/5 59/3 68/20 97/25</p> <p><b>begins</b> [1] 24/2</p> <p><b>behind</b> [9] 26/8 36/24<br/>36/24 37/19 65/16<br/>70/17 78/24 85/10<br/>95/23</p> <p><b>being</b> [16] 9/11 23/20<br/>24/21 31/12 31/22<br/>35/12 44/21 54/20 56/5<br/>57/25 70/19 100/11<br/>102/10 106/3 107/21<br/>109/24</p> <p><b>belief</b> [1] 99/17</p> <p><b>believe</b> [7] 34/22 61/16<br/>61/25 78/22 93/12<br/>93/15 114/20</p> <p><b>Bellerive</b> [2] 18/7 19/7</p> <p><b>benefits</b> [1] 83/14</p> <p><b>Bergerac</b> [1] 18/1</p> <p><b>best</b> [4] 27/15 72/4<br/>108/6 115/24</p> <p><b>Beth</b> [1] 1/12</p> <p><b>better</b> [4] 41/13 77/17<br/>83/10 88/19</p> <p><b>between</b> [29] 7/24<br/>19/21 26/23 28/9 32/23<br/>36/15 37/2 38/15 40/23<br/>46/20 47/1 60/12 63/17<br/>65/11 69/8 71/24 71/25<br/>72/2 74/12 76/22 77/3<br/>80/2 80/3 80/7 80/20<br/>80/21 81/2 95/12<br/>106/24</p> <p><b>beyond</b> [3] 13/21<br/>82/13 116/12</p> <p><b>bicycle</b> [1] 20/10</p> <p><b>big</b> [6] 33/8 38/10<br/>58/20 66/11 102/24<br/>109/20</p> <p><b>bigger</b> [2] 32/25 94/5</p> <p><b>biggest</b> [1] 89/11</p> <p><b>bike</b> [1] 113/7</p> <p><b>bikeable</b> [1] 67/8</p> <p><b>bit</b> [14] 13/25 44/10<br/>49/19 52/25 53/12</p> | <p>53/13 69/18 81/25<br/>85/16 93/18 106/12<br/>116/2 116/7 116/9</p> <p><b>BJC</b> [1] 8/13</p> <p><b>black</b> [2] 26/16 27/23</p> <p><b>blew</b> [1] 15/13</p> <p><b>block</b> [2] 67/25 104/25</p> <p><b>body</b> [1] 35/16</p> <p><b>both</b> [5] 6/14 15/15<br/>18/10 84/11 106/20</p> <p><b>both of</b> [1] 84/11</p> <p><b>Boulevard</b> [20] 7/6 7/7<br/>7/15 7/20 25/15 46/13<br/>46/16 46/21 47/8 61/13<br/>61/14 61/19 62/6 62/10<br/>70/1 71/1 80/14 91/18<br/>104/17 113/1</p> <p><b>boundaries</b> [2] 8/1<br/>25/24</p> <p><b>boundary</b> [10] 26/6<br/>26/6 26/12 26/16 26/16<br/>26/20 27/14 28/10<br/>28/14 85/9</p> <p><b>boutiques</b> [1] 76/25</p> <p><b>box</b> [1] 102/24</p> <p><b>break</b> [2] 111/7 111/9</p> <p><b>breaking</b> [1] 5/21</p> <p><b>Breihan</b> [1] 4/22</p> <p><b>Brentwood</b> [1] 25/15</p> <p><b>brevity</b> [1] 21/10</p> <p><b>bridge</b> [1] 15/24</p> <p><b>brief</b> [2] 6/5 72/24</p> <p><b>bring</b> [3] 88/4 91/21<br/>98/21</p> <p><b>bringing</b> [3] 27/20<br/>44/3 70/4</p> <p><b>broader</b> [3] 13/6 28/9<br/>85/15</p> <p><b>broadly</b> [3] 6/4 6/19<br/>12/23</p> <p><b>broken</b> [1] 70/20</p> <p><b>broker</b> [1] 99/7</p> <p><b>Brookdale</b> [1] 99/1</p> <p><b>brought</b> [2] 21/24<br/>79/10</p> <p><b>buffer</b> [1] 82/6</p> <p><b>buffers</b> [3] 80/7 81/2<br/>87/11</p> <p><b>build</b> [15] 5/23 10/18<br/>23/9 24/2 36/21 37/17<br/>41/25 46/12 46/15<br/>46/21 47/17 57/1 63/7<br/>64/3 101/22</p> <p><b>build-to</b> [11] 10/18<br/>23/9 36/21 37/17 41/25<br/>46/12 46/15 46/21<br/>47/17 64/3 101/22</p> <p><b>buildable</b> [3] 77/21<br/>83/25 87/22</p> <p><b>builder</b> [1] 97/22</p> <p><b>building</b> [32] 9/2 11/2<br/>11/7 14/20 14/24 29/4<br/>36/24 37/11 37/24<br/>38/12 38/15 44/24<br/>66/14 70/14 73/11<br/>78/21 79/1 79/4 79/21<br/>81/4 81/20 81/21 82/22<br/>83/19 87/1 92/6 93/17</p> | <p>100/13 100/20 100/20<br/>100/22 108/19</p> <p><b>buildings</b> [44] 23/13<br/>23/15 28/20 29/8 36/23<br/>36/24 37/3 37/9 37/11<br/>37/19 38/13 38/24<br/>55/19 57/2 63/5 63/19<br/>64/12 65/15 69/25<br/>70/17 70/18 71/4 71/24<br/>72/1 72/9 78/23 78/25<br/>79/17 80/2 80/5 80/17<br/>80/21 81/10 81/14<br/>81/17 84/18 85/1 86/17<br/>86/19 95/18 101/9<br/>102/21 103/13 106/16</p> <p><b>built</b> [12] 8/24 9/20<br/>14/2 14/7 47/10 66/1<br/>84/4 86/9 99/25 100/4<br/>101/15 102/15</p> <p><b>built-out</b> [1] 14/2</p> <p><b>burden</b> [1] 99/21</p> <p><b>business</b> [42] 4/7 7/25<br/>8/3 21/12 21/15 21/19<br/>22/24 24/5 25/6 26/5<br/>28/9 31/13 32/16 33/11<br/>33/16 36/15 36/19 37/4<br/>37/7 38/5 40/19 43/24<br/>47/24 48/9 49/4 49/9<br/>49/23 50/12 51/2 51/21<br/>52/6 52/12 53/1 56/2<br/>67/1 67/8 73/2 76/23<br/>86/13 86/14 99/14<br/>99/20</p> <p><b>businesses</b> [4] 25/19<br/>28/17 81/20 83/7</p> <p><b>busy</b> [1] 48/14</p> <p><b>but</b> [156]</p> <p><b>buy</b> [2] 43/1 45/7</p> <p><b>buyer</b> [1] 87/18</p> <p><b>C</b></p> <p><b>Cabin</b> [1] 26/10</p> <p><b>calculating</b> [1] 9/1</p> <p><b>calculations</b> [1] 9/4</p> <p><b>calibrate</b> [2] 40/18<br/>77/17</p> <p><b>calibrated</b> [1] 11/8</p> <p><b>call</b> [4] 2/4 27/22 33/22<br/>102/8</p> <p><b>called</b> [2] 15/4 74/5</p> <p><b>calling</b> [2] 48/10 88/19</p> <p><b>calls</b> [2] 33/13 88/12</p> <p><b>came</b> [2] 18/14 46/8</p> <p><b>Camera</b> [1] 64/21</p> <p><b>Campbell</b> [3] 49/15<br/>49/17 110/22</p> <p><b>campus</b> [9] 7/2 8/6 8/7<br/>8/7 8/9 8/13 8/14 22/14<br/>113/3</p> <p><b>can</b> [58] 4/14 6/11 9/3<br/>19/22 23/1 26/17 32/1<br/>35/16 36/5 39/23 41/3<br/>42/12 42/23 43/7 45/2<br/>45/2 45/14 46/10 46/10<br/>47/19 48/17 49/18<br/>49/25 49/25 53/5 53/5<br/>53/20 55/5 55/6 55/8<br/>55/13 55/22 59/12</p> | <p>59/13 59/16 67/24<br/>74/15 78/8 78/8 80/16<br/>86/6 89/7 91/11 93/19<br/>96/21 96/21 100/18<br/>105/20 106/19 106/23<br/>110/3 111/14 112/10<br/>112/11 112/16 114/9<br/>114/18 116/10</p> <p><b>can cite</b> [1] 55/5</p> <p><b>can't</b> [9] 29/24 30/24<br/>43/4 43/5 58/23 84/21<br/>88/17 92/7 101/4</p> <p><b>car</b> [4] 18/12 54/8<br/>67/16 77/4</p> <p><b>card</b> [1] 4/13</p> <p><b>cards</b> [1] 49/7</p> <p><b>care</b> [1] 103/16</p> <p><b>careful</b> [1] 33/4</p> <p><b>carefully</b> [2] 11/8<br/>73/24</p> <p><b>Carl</b> [2] 1/15 2/17</p> <p><b>Carney</b> [2] 1/12 2/5</p> <p><b>carried</b> [1] 75/12</p> <p><b>carry</b> [1] 112/18</p> <p><b>cars</b> [3] 18/10 47/15<br/>66/17</p> <p><b>case</b> [4] 42/12 42/15<br/>82/20 100/4</p> <p><b>cases</b> [5] 31/22 80/20<br/>80/21 87/17 87/19</p> <p><b>catch</b> [1] 76/15</p> <p><b>categories</b> [1] 10/15</p> <p><b>caters</b> [1] 104/19</p> <p><b>cause</b> [6] 6/6 16/12<br/>20/6 69/16 75/25 97/12</p> <p><b>causes</b> [1] 102/4</p> <p><b>causing</b> [1] 9/13</p> <p><b>caution</b> [1] 92/11</p> <p><b>CB</b> [1] 26/13</p> <p><b>CBD</b> [1] 32/25</p> <p><b>CCR</b> [6] 1/22 1/22<br/>117/18 117/18 117/19<br/>117/19</p> <p><b>center</b> [43] 16/19<br/>16/24 21/17 22/13<br/>23/14 26/4 26/21 27/2<br/>27/22 35/11 36/18<br/>46/14 50/14 51/5 52/23<br/>53/17 54/17 54/19 55/3<br/>56/21 56/22 57/17 58/9<br/>58/17 58/18 58/19<br/>58/22 58/23 59/4 62/6<br/>62/19 63/11 63/14<br/>64/10 65/22 65/25<br/>65/25 86/8 100/3<br/>100/17 102/15 109/16<br/>110/19</p> <p><b>centered</b> [1] 31/18</p> <p><b>centers</b> [2] 56/17<br/>60/17</p> <p><b>central</b> [37] 7/25 8/3<br/>21/12 21/15 21/19<br/>21/20 22/24 24/4 25/6<br/>26/5 28/9 31/13 32/16<br/>33/4 33/11 33/16 36/15<br/>36/19 37/4 37/7 38/5<br/>40/19 40/23 43/24 48/9<br/>49/4 49/9 49/23 49/23</p> | <p>50/12 51/2 51/20 52/6<br/>52/12 56/2 73/1</p> <p><b>6.1.x</b></p> <p><b>centralized</b> [2] 39/2<br/>108/17</p> <p><b>Centre</b> [1] 102/14</p> <p><b>certain</b> [8] 13/17 37/1<br/>82/9 85/5 91/3 108/6<br/>108/6 108/14</p> <p><b>certainly</b> [8] 21/8 29/2<br/>60/2 60/5 89/7 95/14<br/>101/7 105/8</p> <p><b>CERTIFICATE</b> [1]<br/>117/4</p> <p><b>Certified</b> [3] 117/10<br/>117/11 117/11</p> <p><b>certify</b> [1] 117/12</p> <p><b>cetera</b> [3] 53/9 55/24<br/>64/18</p> <p><b>chain</b> [2] 62/1 103/15</p> <p><b>Chair</b> [5] 1/12 3/17 4/3<br/>110/13 116/24</p> <p><b>Chairman</b> [2] 109/11<br/>110/14</p> <p><b>challenge</b> [3] 43/23<br/>66/4 111/16</p> <p><b>challenges</b> [5] 44/8<br/>45/24 77/6 85/20 88/6</p> <p><b>challenging</b> [5] 41/15<br/>44/23 46/17 76/18<br/>77/10</p> <p><b>chance</b> [1] 3/21</p> <p><b>change</b> [6] 34/24 60/1<br/>68/12 69/10 95/14<br/>96/10</p> <p><b>changed</b> [1] 34/4</p> <p><b>changes</b> [5] 3/14 3/22<br/>63/1 63/4 100/6</p> <p><b>changing</b> [1] 68/7</p> <p><b>channel</b> [2] 90/24<br/>91/12</p> <p><b>chapter</b> [12] 5/11 5/18<br/>5/20 5/25 19/24 112/14<br/>113/9 113/15 113/19<br/>114/9 114/15 115/2</p> <p><b>Chapters</b> [1] 5/2</p> <p><b>character</b> [15] 6/21<br/>6/22 7/18 7/23 9/12<br/>12/7 14/15 23/19 25/20<br/>48/24 70/1 75/22 77/22<br/>84/9 88/5</p> <p><b>characteristic</b> [1]<br/>47/10</p> <p><b>characteristics</b> [9]<br/>12/24 24/14 24/23 25/4<br/>61/8 79/9 108/7 108/14<br/>108/22</p> <p><b>characters</b> [1] 10/24</p> <p><b>charge</b> [1] 109/12</p> <p><b>Chesterfield</b> [1] 59/9</p> <p><b>Chicago</b> [3] 46/4 46/5<br/>61/24</p> <p><b>choir</b> [1] 45/5</p> <p><b>choose</b> [3] 4/14 35/16<br/>111/9</p> <p><b>circumstance</b> [1] 46/3</p> <p><b>cite</b> [2] 55/5 65/20</p> <p><b>cities</b> [2] 44/13 61/7</p> <p><b>citing</b> [1] 39/15</p> |
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                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     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| <p><b>C</b></p> <p><b>citizens [1]</b> 5/5</p> <p><b>city [44]</b> 1/2 1/15 1/16<br/>2/17 2/23 6/23 7/4 9/7<br/>9/9 13/16 17/1 18/4<br/>23/23 27/22 32/8 40/6<br/>43/3 43/5 48/7 49/23<br/>50/11 50/14 51/4 54/19<br/>54/25 55/9 55/10 56/3<br/>57/11 58/8 59/11 66/11<br/>74/22 99/9 99/20 100/7<br/>102/17 103/2 104/1<br/>106/4 106/4 107/7<br/>108/8 110/6</p> <p><b>city's [3]</b> 87/7 99/15<br/>110/6</p> <p><b>CityPlace [8]</b> 23/2<br/>25/10 28/12 51/1 51/18<br/>51/20 64/19 64/21</p> <p><b>citywide [2]</b> 11/11<br/>113/5</p> <p><b>civic [2]</b> 7/2 33/4</p> <p><b>clarification [1]</b><br/>105/25</p> <p><b>clarify [2]</b> 32/22 116/9</p> <p><b>class [1]</b> 46/23</p> <p><b>classification [1]</b><br/>46/24</p> <p><b>classifications [3]</b><br/>22/18 22/22 24/22</p> <p><b>classified [1]</b> 22/25</p> <p><b>Clayton [7]</b> 65/22 66/1<br/>77/25 90/10 102/18<br/>102/18 104/11</p> <p><b>clean [1]</b> 41/2</p> <p><b>clear [4]</b> 63/1 92/17<br/>92/22 107/5</p> <p><b>clearly [2]</b> 76/18 85/19</p> <p><b>clients [1]</b> 74/14</p> <p><b>clip [1]</b> 116/3</p> <p><b>close [3]</b> 65/15 81/11<br/>115/21</p> <p><b>closer [2]</b> 50/12 95/6</p> <p><b>clothing [2]</b> 102/12<br/>103/21</p> <p><b>code [11]</b> 6/11 9/9<br/>13/3 23/5 26/15 26/16<br/>27/8 38/21 41/16 47/6<br/>82/15</p> <p><b>COEUR [34]</b> 1/2 4/24<br/>8/3 8/21 10/6 11/17<br/>14/2 18/13 18/20 21/22<br/>24/4 26/12 27/15 33/12<br/>36/17 46/5 52/23 53/4<br/>53/5 53/25 54/6 54/12<br/>58/3 59/25 64/21 74/11<br/>85/9 89/4 89/12 99/2<br/>99/10 100/4 108/8<br/>108/8</p> <p><b>Coeur's [2]</b> 21/15 67/9</p> <p><b>cognizant [2]</b> 54/10<br/>54/11</p> <p><b>cohesive [1]</b> 53/13</p> <p><b>collaboration [1]</b><br/>107/25</p> <p><b>combinations [1]</b><br/>24/21</p> <p><b>combined [3]</b> 7/15 8/8</p> | <p>8/15</p> <p><b>come [16]</b> 4/12 4/13<br/>4/15 27/7 32/6 38/11<br/>40/4 43/13 49/11 49/18<br/>54/11 56/12 62/11 65/5<br/>77/23 110/25</p> <p><b>comes [2]</b> 53/8 115/8</p> <p><b>comfortable [2]</b> 45/14<br/>114/17</p> <p><b>coming [1]</b> 59/1</p> <p><b>comment [22]</b> 17/17<br/>18/25 31/9 32/18 40/2<br/>41/24 67/21 68/16<br/>69/11 71/21 73/16<br/>90/22 90/25 92/6 97/10<br/>105/14 106/18 107/4<br/>110/12 110/18 113/13<br/>114/2</p> <p><b>comments [17]</b> 5/12<br/>5/22 12/11 17/7 21/11<br/>39/7 42/7 42/18 67/1<br/>73/24 74/20 76/17<br/>81/23 87/6 97/18 109/7<br/>116/8</p> <p><b>commercial [45]</b> 7/5<br/>7/17 21/17 22/3 22/4<br/>22/5 22/11 22/12 31/7<br/>31/14 31/17 37/9 37/25<br/>38/11 38/17 39/14<br/>39/16 42/8 42/17 45/11<br/>53/1 53/3 60/6 60/8<br/>67/2 67/7 69/1 69/9<br/>70/9 70/9 72/9 73/1<br/>73/13 74/10 78/11 81/3<br/>82/10 83/21 85/6 88/14<br/>97/21 97/21 99/7 99/7<br/>101/16</p> <p><b>commercial [1]</b> 80/8</p> <p><b>COMMISSION [14]</b> 1/1<br/>2/3 5/4 5/13 5/22 26/18<br/>32/14 34/1 34/7 34/22<br/>35/9 98/14 111/23<br/>114/17</p> <p><b>Commission's [1]</b><br/>26/2</p> <p><b>committee [2]</b> 19/8<br/>35/18</p> <p><b>common [4]</b> 9/20 9/22<br/>11/22 44/11</p> <p><b>communication [1]</b><br/>91/12</p> <p><b>communities [2]</b><br/>42/15 107/24</p> <p><b>community [32]</b> 1/16<br/>2/20 6/5 6/7 6/17 12/3<br/>13/9 14/2 15/5 16/19<br/>16/24 21/17 21/21 22/1<br/>22/11 22/13 23/18<br/>25/17 25/20 26/4 36/16<br/>36/18 36/18 43/11<br/>43/11 50/13 59/6 65/2<br/>67/5 68/13 79/10 99/13</p> <p><b>Comp [4]</b> 6/8 33/24<br/>40/17 47/5</p> <p><b>Company [1]</b> 86/7</p> <p><b>compare [1]</b> 61/7</p> <p><b>compared [2]</b> 26/1<br/>46/13</p> | <p><b>compatible [1]</b> 9/11</p> <p><b>completely [1]</b> 39/24</p> <p><b>completion [1]</b> 38/21</p> <p><b>comply [1]</b> 100/19</p> <p><b>complying [1]</b> 100/23</p> <p><b>components [1]</b> 68/19</p> <p><b>COMPREHENSIVE [23]</b> 1/9 3/4 4/5 4/9<br/>4/24 5/3 7/12 13/14<br/>13/15 13/21 14/17<br/>18/21 33/13 33/22 36/1<br/>53/10 62/23 63/21<br/>82/14 98/15 99/18<br/>100/25 109/5</p> <p><b>comprise [1]</b> 6/7</p> <p><b>comprises [1]</b> 113/6</p> <p><b>conceived [1]</b> 26/25</p> <p><b>concept [7]</b> 32/15<br/>35/11 40/16 40/22<br/>57/17 63/19 93/14</p> <p><b>concepts [3]</b> 44/9<br/>45/20 45/23</p> <p><b>conceptual [1]</b> 31/11</p> <p><b>conceptually [1]</b> 33/8</p> <p><b>concern [2]</b> 68/3 100/8</p> <p><b>concerned [6]</b> 6/13<br/>27/21 42/21 91/8<br/>100/21 114/6</p> <p><b>concerns [6]</b> 45/9<br/>53/15 101/21 101/23<br/>114/25 115/11</p> <p><b>conclude [1]</b> 113/9</p> <p><b>concludes [1]</b> 49/3</p> <p><b>concurrently [1]</b><br/>109/24</p> <p><b>condition [7]</b> 23/12<br/>23/15 30/3 77/12 83/3<br/>84/2 84/22</p> <p><b>conditions [8]</b> 7/19<br/>8/24 9/18 10/13 11/9<br/>23/4 25/8 80/13</p> <p><b>condominiums [1]</b><br/>67/23</p> <p><b>condos [2]</b> 28/24 89/7</p> <p><b>conducted [2]</b> 5/1<br/>107/22</p> <p><b>configurations [1]</b><br/>82/18</p> <p><b>confused [1]</b> 76/1</p> <p><b>confusing [1]</b> 24/20</p> <p><b>confusion [1]</b> 96/22</p> <p><b>conjunction [2]</b> 6/16<br/>13/6</p> <p><b>connect [4]</b> 19/16<br/>50/15 50/24 51/8</p> <p><b>connecting [1]</b> 76/22</p> <p><b>connection [1]</b> 71/18</p> <p><b>connections [1]</b> 86/19</p> <p><b>connectivity [5]</b> 20/2<br/>20/21 71/23 80/4 80/19</p> <p><b>connects [1]</b> 81/19</p> <p><b>consequences [1]</b><br/>77/15</p> <p><b>consider [3]</b> 28/23<br/>65/13 102/11</p> <p><b>consideration [4]</b><br/>58/25 74/8 74/24 98/14</p> <p><b>considered [2]</b> 21/4</p> | <p>82/15</p> <p><b>considering [1]</b> 73/24</p> <p><b>consistency [4]</b> 47/13<br/>84/8 86/25 106/14</p> <p><b>consistent [33]</b> 8/2<br/>8/25 10/22 23/22 26/11<br/>36/22 36/25 37/19<br/>37/24 38/9 69/24 70/14<br/>71/3 71/5 72/25 73/13<br/>78/2 78/20 79/2 80/18<br/>80/24 80/25 81/1 81/8<br/>81/16 81/16 84/17<br/>85/12 86/9 88/4 92/5<br/>94/23 95/3</p> <p><b>consistently [2]</b> 12/3<br/>79/18</p> <p><b>consolidating [1]</b><br/>85/21</p> <p><b>constant [1]</b> 66/2</p> <p><b>constraints [1]</b> 77/11</p> <p><b>construction [2]</b> 11/4<br/>100/5</p> <p><b>consultant [3]</b> 42/11<br/>42/23 74/1</p> <p><b>contact [1]</b> 90/23</p> <p><b>contacted [1]</b> 18/13</p> <p><b>contains [1]</b> 113/19</p> <p><b>contemplated [1]</b><br/>106/3</p> <p><b>contemplation [1]</b><br/>107/7</p> <p><b>content [4]</b> 5/18<br/>112/24 113/12 116/10</p> <p><b>context [3]</b> 42/22<br/>43/22 69/10</p> <p><b>continue [10]</b> 4/23 9/9<br/>34/10 67/15 88/17 93/4<br/>111/9 115/19 116/15<br/>116/16</p> <p><b>continues [1]</b> 117/1</p> <p><b>continuing [1]</b> 4/8</p> <p><b>contract [2]</b> 61/10<br/>61/25</p> <p><b>contributes [1]</b> 60/11</p> <p><b>control [2]</b> 14/8 91/4</p> <p><b>controls [1]</b> 14/11</p> <p><b>convenience [1]</b> 63/8</p> <p><b>convenient [1]</b> 66/19</p> <p><b>conversations [1]</b><br/>48/12</p> <p><b>convinced [2]</b> 42/19<br/>42/20</p> <p><b>cooperation [1]</b> 24/2</p> <p><b>coordinate [1]</b> 77/18</p> <p><b>coordinated [1]</b> 27/11</p> <p><b>copies [2]</b> 100/14<br/>105/22</p> <p><b>core [15]</b> 21/18 28/14<br/>31/19 31/24 33/1 33/19<br/>37/7 40/24 43/25 47/23<br/>48/9 49/24 50/12 51/4<br/>56/3</p> <p><b>corner [2]</b> 33/14 100/2</p> <p><b>correct [9]</b> 14/25<br/>16/17 28/5 30/20 30/23<br/>75/19 82/7 85/17 93/6</p> <p><b>correlated [1]</b> 16/12</p> <p><b>corridor [17]</b> 7/14</p> | <p>47/14 67/7 71/16 73/8<br/>75/21 76/13 76/13<br/>76/24 77/16 78/11<br/>78/18 81/23 88/11<br/>95/15 95/20 102/15</p> <p><b>corridors [2]</b> 23/23<br/>86/10</p> <p><b>cost [1]</b> 98/9</p> <p><b>could [42]</b> 11/8 13/24<br/>24/19 24/19 27/9 29/1<br/>29/7 29/7 29/7 31/8<br/>35/5 43/13 46/15 47/22<br/>50/13 57/9 57/25 59/8<br/>61/23 63/8 70/16 78/23<br/>79/15 80/12 80/12 81/7<br/>81/14 81/14 82/10 85/2<br/>85/10 89/13 90/9 95/14<br/>95/22 96/17 105/15<br/>112/15 114/1 114/1<br/>114/16 115/19</p> <p><b>Council [3]</b> 18/14 35/3<br/>36/6</p> <p><b>Council's [1]</b> 35/14</p> <p><b>count [2]</b> 11/1 91/1</p> <p><b>counter [2]</b> 39/24<br/>106/5</p> <p><b>counting [2]</b> 72/7<br/>90/20</p> <p><b>country [2]</b> 43/15<br/>65/21</p> <p><b>countryside [1]</b> 9/19</p> <p><b>County [2]</b> 85/13<br/>117/7</p> <p><b>couple [7]</b> 7/10 31/3<br/>49/7 52/24 66/4 97/18<br/>98/19</p> <p><b>course [11]</b> 33/12<br/>33/15 33/20 34/2 34/9<br/>34/9 34/10 34/24 35/1<br/>50/13 77/14</p> <p><b>court [11]</b> 1/21 4/17<br/>17/21 19/4 19/7 49/15<br/>52/19 97/14 99/1<br/>117/10 117/11</p> <p><b>cover [3]</b> 20/3 111/12<br/>112/12</p> <p><b>coverage [7]</b> 8/22 9/4<br/>11/2 11/21 37/14 37/23<br/>38/25</p> <p><b>covered [2]</b> 5/2 115/17</p> <p><b>create [9]</b> 21/16 59/13<br/>62/7 66/21 67/6 76/24<br/>78/11 79/5 107/23</p> <p><b>creates [2]</b> 66/4 66/10</p> <p><b>creates challenge [1]</b><br/>66/4</p> <p><b>creating [1]</b> 51/7</p> <p><b>Creek [1]</b> 67/22</p> <p><b>CREVE [36]</b> 1/2 4/24<br/>8/2 8/21 10/6 11/16<br/>14/2 18/13 18/20 21/15<br/>21/22 24/4 26/12 27/15<br/>33/12 36/17 46/5 52/23<br/>53/4 53/4 53/25 54/6<br/>54/12 58/3 59/25 64/21<br/>67/9 74/10 85/9 89/4<br/>89/12 99/2 99/10 100/4<br/>108/8 108/8</p> |
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| <b>C</b><br><b>critical</b> [1] 88/25<br><b>cross</b> [9] 54/6 54/7 54/7 67/21 72/1 80/2 80/5 83/17 106/24<br><b>cross-access</b> [2] 72/1 106/24<br><b>cross-lot</b> [3] 80/2 80/5 83/17<br><b>crossing</b> [3] 30/18 30/22 65/21<br><b>CSR</b> [3] 1/22 117/18 117/19<br><b>cul</b> [2] 19/10 19/15<br><b>cul-de-sac</b> [1] 19/10<br><b>curb</b> [3] 72/2 80/6 83/19<br><b>current</b> [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<br><b>currently</b> [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<br><b>customers</b> [1] 74/18<br><b>cut</b> [1] 83/19<br><b>cuts</b> [2] 72/2 80/6<br><b>cutting</b> [1] 107/24<br><b>cutting-edge</b> [1] 107/24 | <b>definitely</b> [2] 45/2 59/21<br><b>definition</b> [1] 27/15<br><b>degree</b> [3] 25/17 31/16 82/22<br><b>deliveries</b> [2] 66/12 66/16<br><b>demand</b> [1] 107/9<br><b>demande</b> [1] 106/8<br><b>demands</b> [1] 57/10<br><b>demographic</b> [1] 59/25<br><b>demographics</b> [1] 59/18<br><b>demonstrated</b> [1] 9/6<br><b>dense</b> [3] 28/20 33/1 48/20<br><b>densest</b> [1] 10/5<br><b>density</b> [6] 25/9 28/19 60/6 62/18 77/1 79/16<br><b>depending</b> [3] 23/19 48/8 114/3<br><b>depends</b> [1] 47/16<br><b>depicted</b> [1] 54/20<br><b>depth</b> [1] 89/17<br><b>described</b> [1] 33/15<br><b>describes</b> [2] 6/19 10/3<br><b>description</b> [1] 96/20<br><b>descriptions</b> [2] 63/15 63/16<br><b>design</b> [4] 38/23 68/20 78/1 100/13<br><b>designation</b> [1] 74/5<br><b>designed</b> [9] 6/9 9/16 32/2 46/25 67/12 84/10 108/2 108/12 110/1<br><b>desire</b> [3] 25/16 35/10 95/18<br><b>desired</b> [1] 26/20<br><b>destination</b> [2] 21/20 76/24<br><b>detail</b> [4] 6/6 7/9 8/16 78/2<br><b>detailed</b> [4] 9/17 13/23 110/9 113/19<br><b>details</b> [1] 41/4<br><b>detection</b> [6] 11/20 72/8 91/2 91/3 91/4 101/20<br><b>determinant</b> [1] 109/20<br><b>determination</b> [1] 12/18<br><b>determine</b> [3] 11/3 14/20 32/9<br><b>develop</b> [7] 12/22 14/12 20/10 27/10 38/8 89/7 94/23<br><b>developed</b> [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<br><b>developer</b> [6] 32/5 54/24 61/24 97/22 | 103/14 108/25<br><b>developers</b> [4] 42/17 55/11 98/20 109/1<br><b>developing</b> [2] 36/25 82/15<br><b>development</b> [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<br><b>development's</b> [1] 59/1<br><b>developments</b> [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<br><b>did</b> [8] 9/17 46/8 64/15 67/18 69/3 89/20 91/25 106/11<br><b>didn't</b> [9] 17/10 17/14 24/14 50/2 62/3 62/5 62/6 76/15 95/8<br><b>difference</b> [8] 16/20 17/1 28/1 28/9 58/20 60/12 63/17 65/11<br><b>differences</b> [4] 36/15 46/25 59/25 61/8<br><b>different</b> [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<br><b>different sections</b> [1] 95/13<br><b>differentiates</b> [1] 8/5<br><b>differently</b> [2] 36/2 48/8<br><b>difficult</b> [3] 84/16 91/23 106/19<br><b>difficulty</b> [1] 100/23<br><b>dimension</b> [1] 95/14<br><b>dimensional</b> [4] 82/13 83/2 95/25 96/16 | <b>dining</b> [2] 25/18 71/9<br><b>dinner</b> [1] 57/5<br><b>direct</b> [3] 37/10 49/21 114/17<br><b>direction</b> [5] 32/20 33/25 35/3 35/6 35/14<br><b>Director</b> [2] 1/16 2/20<br><b>disastrous</b> [1] 98/9<br><b>discourage</b> [4] 70/22 71/2 91/18 94/2<br><b>discouraging</b> [2] 38/25 94/22<br><b>discuss</b> [2] 35/9 35/10<br><b>discussed</b> [3] 5/25 34/21 108/20<br><b>discussing</b> [1] 92/7<br><b>discussion</b> [7] 5/11 22/2 25/23 33/11 36/9 103/11 113/2<br><b>distance</b> [1] 84/18<br><b>distinction</b> [3] 7/24 32/23 91/10<br><b>distinctions</b> [3] 40/23 49/1 91/2<br><b>distinctively</b> [1] 67/6<br><b>distributed</b> [1] 5/8<br><b>district</b> [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<br><b>districts</b> [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<br><b>disturbances</b> [3] 11/13 11/15 11/17<br><b>do</b> [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<br><b>6.1.x</b><br>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<br><b>doable</b> [2] 45/20 87/17<br><b>document</b> [9] 5/20 7/12 15/18 16/2 16/13 42/4 42/5 73/2 114/2<br><b>documents</b> [1] 98/2<br><b>does</b> [11] 11/1 12/8 26/16 33/22 43/5 59/25 94/20 106/1 106/2 106/22 106/25<br><b>doesn't</b> [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<br><b>dogs</b> [1] 104/13<br><b>doing</b> [8] 3/13 45/13 48/18 52/11 66/21 109/19 110/8 115/4<br><b>dollars</b> [3] 55/9 57/10 61/24<br><b>don't</b> [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<br><b>done</b> [7] 8/4 32/19 43/8 55/9 69/14 92/23 115/16<br><b>doors</b> [2] 102/1 102/6<br><b>double</b> [1] 81/12<br><b>double-loaded</b> [1] 81/12<br><b>down</b> [4] 15/14 58/24 88/19 104/17<br><b>downtown</b> [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<br><b>downtowns</b> [1] 43/19<br><b>draft</b> [7] 5/2 7/12 26/14 27/4 37/16 75/3 114/18<br><b>draw</b> [2] 42/24 98/2<br><b>drawing</b> [1] 100/18 |
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| <b>D</b><br><b>dress [2]</b> 102/12 103/21<br><b>drew [1]</b> 25/13<br><b>drilling [1]</b> 15/14<br><b>drink [1]</b> 57/6<br><b>drive [7]</b> 1/22 18/2 54/12 57/7 61/1 67/22 104/2<br><b>drive-through [2]</b> 57/7 61/1<br><b>drive-throughs [1]</b> 104/2<br><b>driven [1]</b> 42/16<br><b>driving [1]</b> 47/15<br><b>drove [1]</b> 69/13<br><b>duplicate [1]</b> 43/5<br><b>during [1]</b> 59/20<br><b>dynamic [1]</b> 60/1<br><b>dynamics [1]</b> 43/10 | <b>encourage [13]</b> 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<br><b>encourage or [1]</b> 71/1<br><b>encouraged [3]</b> 38/13 70/18 84/24<br><b>encouragement [1]</b> 42/14<br><b>encourages [1]</b> 107/25<br><b>encouraging [4]</b> 37/1 72/6 72/14 89/4<br><b>encumber [1]</b> 106/20<br><b>end [4]</b> 10/4 57/4 98/6 105/17<br><b>ended [1]</b> 117/2<br><b>energy [2]</b> 72/6 112/3<br><b>engagement [2]</b> 25/13 77/23<br><b>engaging [1]</b> 56/12<br><b>engine [1]</b> 18/11<br><b>enhancements [1]</b> 17/2<br><b>enough [7]</b> 62/7 62/7 62/12 62/18 92/23 98/17 103/4<br><b>ensure [11]</b> 10/22 13/9 23/25 27/10 38/23 71/2 79/23 80/3 81/15 81/17 108/5<br><b>ensuring [2]</b> 108/13 108/16<br><b>entailed [1]</b> 99/17<br><b>entire [1]</b> 105/7<br><b>entrance [2]</b> 29/8 38/19<br><b>entrepreneurship [1]</b> 107/25<br><b>environment [11]</b> 28/13 44/14 45/1 48/14 48/20 54/9 54/21 86/15 102/24 108/1 108/16<br><b>envision [4]</b> 48/6 48/7 79/18 107/9<br><b>envisioned [4]</b> 23/20 47/20 50/5 70/8<br><b>equal [1]</b> 52/3<br><b>error [1]</b> 76/4<br><b>especially [3]</b> 87/8 89/2 89/5<br><b>essence [1]</b> 59/12<br><b>essentially [1]</b> 6/7<br><b>establish [6]</b> 23/21 70/14 80/24 81/8 91/17 110/2<br><b>established [2]</b> 10/18 13/14<br><b>establishing [11]</b> 36/21 37/17 38/24 70/25 71/23 71/24 80/1 80/2 80/4 80/7 94/21<br><b>estate [8]</b> 9/19 9/21 9/21 9/23 53/1 53/3 99/7 99/8<br><b>Estates [2]</b> 18/7 19/7<br><b>et [3]</b> 53/9 55/24 64/18<br><b>even [17]</b> 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<br><b>evening [6]</b> 2/1 20/4 35/18 36/7 60/19 61/3<br><b>event [1]</b> 34/24<br><b>events [1]</b> 21/21<br><b>ever [3]</b> 30/7 33/5 34/24<br><b>every [2]</b> 43/3 53/6<br><b>everybody [3]</b> 19/10 51/7 98/1<br><b>everyone's [1]</b> 55/14<br><b>everyone [6]</b> 2/1 4/21 8/20 33/8 105/20 114/21<br><b>everything [9]</b> 39/12 39/18 39/25 41/16 50/6 50/16 92/7 98/1 112/19<br><b>everything on [1]</b> 92/7<br><b>everything's [1]</b> 98/3<br><b>evolved [1]</b> 23/5<br><b>exacerbated [1]</b> 77/12<br><b>exact [1]</b> 43/7<br><b>exactly [2]</b> 54/20 92/3<br><b>example [17]</b> 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<br><b>examples [8]</b> 25/13 42/24 43/12 45/3 78/14 78/15 89/16 92/19<br><b>except [1]</b> 103/22<br><b>exception [2]</b> 87/3 104/16<br><b>excerpt [1]</b> 39/5<br><b>excluded [1]</b> 9/3<br><b>excuse [2]</b> 24/6 29/16<br><b>Executive [1]</b> 53/5<br><b>exist [3]</b> 25/8 80/15 103/22<br><b>existing [29]</b> 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<br><b>exists [4]</b> 43/22 63/22 101/12 102/9<br><b>expand [1]</b> 101/10<br><b>expanding [1]</b> 85/12<br><b>expanses [1]</b> 70/22<br><b>expansion [1]</b> 39/1<br><b>expect [1]</b> 53/9<br><b>expected [1]</b> 111/18<br><b>expensive [2]</b> 63/6 63/7<br><b>experience [4]</b> 53/8 60/14 98/8 105/10<br><b>experienced [1]</b> 47/14<br><b>experiencing [1]</b> 10/1<br><b>explain [1]</b> 48/19<br><b>extend [1]</b> 112/5 | <b>extended [1]</b> 27/9<br><b>extension [1]</b> 29/12<br><b>extensive [1]</b> 101/6<br><b>extensively [1]</b> 29/21<br><b>extent [2]</b> 80/10 93/8<br><b>extreme [1]</b> 10/4<br><b>extremely [1]</b> 74/17<br><b>F</b><br><b>facade [6]</b> 38/15 70/15 74/12 78/21 79/4 80/18<br><b>facades [2]</b> 80/25 82/23<br><b>face [3]</b> 8/22 9/9 56/15<br><b>faces [1]</b> 11/17<br><b>facilities [14]</b> 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<br><b>facing [1]</b> 65/15<br><b>fact [13]</b> 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<br><b>factors [1]</b> 58/2<br><b>fair [5]</b> 60/4 86/25 104/12 111/11 111/17<br><b>fairly [12]</b> 25/25 31/6 37/13 42/6 42/7 50/23 81/11 82/4 83/2 95/22 106/25 112/16<br><b>fall [2]</b> 10/15 28/25<br><b>falls [1]</b> 85/23<br><b>familiar [4]</b> 8/20 54/18 61/20 65/22<br><b>family [11]</b> 10/5 10/7 10/8 10/8 28/22 67/22 68/5 68/8 69/8 69/9 77/2<br><b>far [13]</b> 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<br><b>Farm [1]</b> 103/20<br><b>favor [5]</b> 3/15 4/1 42/2 90/19 116/22<br><b>favorable [2]</b> 58/5 58/6<br><b>feasibility [1]</b> 27/1<br><b>feasible [5]</b> 26/22 30/15 63/24 84/3 92/17<br><b>features [2]</b> 12/15 70/24<br><b>feedback [7]</b> 5/4 5/5 6/16 26/2 27/12 86/13 106/11<br><b>feel [7]</b> 15/20 31/20 33/3 36/4 37/13 89/14 113/21<br><b>feeling [4]</b> 41/8 44/21 74/2 89/12<br><b>feet [6]</b> 18/8 47/24 47/25 82/9 99/9 100/21<br><b>felt [1]</b> 69/12<br><b>few [3]</b> 12/14 43/17 108/3<br><b>fifteen [1]</b> 113/25<br><b>fifty [1]</b> 55/22 | <b>final [3]</b> 5/7 21/9 28/14<br><b>finalize [1]</b> 18/1<br><b>finally [4]</b> 8/6 9/4 10/6 11/24<br><b>financial [2]</b> 102/22 103/20<br><b>financially [4]</b> 55/1 63/24 84/3 100/11<br><b>find [3]</b> 16/13 104/15 104/18<br><b>fine [2]</b> 49/20 111/22<br><b>finish [1]</b> 116/25<br><b>finished [1]</b> 55/2<br><b>fire [6]</b> 18/4 18/11 18/13 18/19 18/20 55/20<br><b>firm [3]</b> 61/20 61/21 99/8<br><b>first [9]</b> 3/5 5/1 7/14 49/11 52/25 95/5 102/19 111/20 114/19<br><b>fit [6]</b> 40/19 63/15 86/1 95/2 104/1 107/9<br><b>fits [2]</b> 69/14 86/21<br><b>fitting [1]</b> 106/6<br><b>five [7]</b> 6/25 29/5 38/17 39/15 54/8 98/18 114/2<br><b>fix [1]</b> 14/22<br><b>flexibility [4]</b> 63/22 79/12 98/19 103/7<br><b>flexible [4]</b> 32/3 55/17 71/13 103/3<br><b>flood [1]</b> 91/4<br><b>floor [8]</b> 11/5 36/21 37/9 38/7 70/12 71/14 78/18 102/19<br><b>focus [2]</b> 33/19 53/2<br><b>focused [2]</b> 7/5 30/13<br><b>folks [1]</b> 95/21<br><b>follow [2]</b> 5/19 7/1<br><b>followed [1]</b> 103/15<br><b>following [1]</b> 34/8<br><b>food [2]</b> 56/23 61/1<br><b>Foods [1]</b> 65/21<br><b>foot [9]</b> 18/7 37/13 63/15 63/15 82/20 82/20 82/20 100/3 100/16<br><b>footprints [1]</b> 73/11<br><b>force [1]</b> 87/16<br><b>forcing [1]</b> 106/22<br><b>forget [2]</b> 20/8 53/16<br><b>form [7]</b> 26/15 26/15 27/8 37/16 38/21 47/6 88/10<br><b>form-based [6]</b> 26/15 26/15 27/8 37/16 38/21 47/6<br><b>format [1]</b> 115/17<br><b>format [1]</b> 5/19<br><b>formerly [1]</b> 7/15<br><b>forms [1]</b> 29/2<br><b>Forsyth [1]</b> 104/17<br><b>forth [5]</b> 30/18 33/2 87/2 93/19 106/16<br><b>forty [2]</b> 113/12 114/2<br><b>forty-five [1]</b> 114/2<br><b>forward [9]</b> 25/21 |
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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     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| <p><b>F</b></p> <p><b>forward...</b> [8] 26/19<br/>32/10 35/19 35/24 44/3<br/>44/9 49/18 69/23</p> <p><b>found</b> [1] 39/6</p> <p><b>four</b> [7] 7/4 10/15<br/>22/11 34/16 34/16 35/6<br/>112/17</p> <p><b>framework</b> [1] 6/10</p> <p><b>fresh</b> [1] 112/6</p> <p><b>Friday</b> [1] 5/9</p> <p><b>frightened</b> [2] 42/16<br/>42/25</p> <p><b>front</b> [32] 10/18 10/18<br/>23/13 36/21 37/17 46/6<br/>64/23 65/12 65/12<br/>65/13 66/8 70/17 78/4<br/>78/23 79/1 79/4 80/21<br/>80/21 80/22 81/9 81/14<br/>82/5 86/12 86/20 88/1<br/>93/17 95/17 102/1<br/>102/6 105/19 106/7<br/>112/18</p> <p><b>frontage</b> [15] 22/6<br/>23/6 24/14 24/25 25/2<br/>25/3 47/19 68/21 88/2<br/>93/16 93/20 94/9 94/11<br/>94/14 106/2</p> <p><b>frontage or</b> [1] 25/2</p> <p><b>frontages</b> [9] 37/18<br/>70/11 70/15 71/11<br/>71/15 78/16 79/12 93/8<br/>93/11</p> <p><b>Froyo</b> [1] 86/8</p> <p><b>full</b> [3] 34/14 39/5 93/8</p> <p><b>function</b> [1] 47/2</p> <p><b>functional</b> [4] 22/18<br/>22/21 27/15 46/24</p> <p><b>functioning</b> [2] 31/23<br/>34/25</p> <p><b>furniture</b> [1] 96/4</p> <p><b>further</b> [2] 13/25 86/23</p> <p><b>future</b> [18] 6/8 6/9<br/>6/11 6/21 7/23 12/18<br/>18/18 22/15 23/20<br/>31/25 34/1 34/8 34/17<br/>68/4 74/22 82/15 108/9<br/>111/10</p> <p><b>G</b></p> <p><b>gain</b> [1] 74/18</p> <p><b>Galleria</b> [3] 61/9 61/12<br/>61/15</p> <p><b>garage</b> [1] 62/13</p> <p><b>garages</b> [2] 63/6 63/6</p> <p><b>Gatesbury</b> [1] 1/22</p> <p><b>gathering</b> [2] 21/21<br/>33/4</p> <p><b>gave</b> [1] 15/15</p> <p><b>geared</b> [2] 14/5 71/17</p> <p><b>Gene</b> [2] 1/14 109/12</p> <p><b>general</b> [8] 39/3 39/11<br/>39/12 41/3 41/8 63/21<br/>74/21 96/20</p> <p><b>generally</b> [3] 28/12<br/>28/20 72/8</p> <p><b>generate</b> [2] 57/9<br/>99/20</p> | <p><b>generates</b> [1] 55/23</p> <p><b>generic</b> [1] 44/22</p> <p><b>geographical</b> [1]<br/>67/11</p> <p><b>geographically</b> [1] 6/1</p> <p><b>Gershman</b> [1] 99/7</p> <p><b>get</b> [41] 3/18 5/11<br/>16/10 17/3 17/4 18/11<br/>20/17 26/2 27/12 28/6<br/>30/3 30/5 30/6 35/25<br/>37/6 41/4 41/16 44/4<br/>44/23 45/19 54/2 54/6<br/>54/14 65/4 66/16 67/17<br/>73/23 74/23 77/10 83/8<br/>98/4 106/17 106/25<br/>111/8 111/14 111/20<br/>111/24 112/15 114/1<br/>114/4 114/9</p> <p><b>gets</b> [4] 13/22 83/20<br/>85/15 92/6</p> <p><b>getting</b> [5] 30/11 64/23<br/>75/25 101/5 112/4</p> <p><b>give</b> [10] 6/5 18/9 22/7<br/>45/3 45/17 55/22 62/2<br/>74/14 74/15 87/9</p> <p><b>given</b> [7] 15/7 29/17<br/>33/18 86/4 96/15 96/15<br/>101/5</p> <p><b>giving</b> [1] 15/7</p> <p><b>go</b> [34] 8/16 8/19<br/>10/14 12/18 12/19<br/>13/24 17/12 19/23<br/>26/17 41/19 44/13 46/5<br/>49/25 51/3 53/5 54/3<br/>54/3 55/13 62/23 65/2<br/>66/20 68/14 69/3 78/13<br/>102/20 104/17 107/2<br/>109/10 111/19 112/6<br/>112/24 113/21 115/24<br/>116/8</p> <p><b>goal</b> [4] 23/11 23/21<br/>77/16 88/22</p> <p><b>goals</b> [4] 5/24 6/2<br/>21/25 106/5</p> <p><b>Goddard</b> [1] 87/24</p> <p><b>goes</b> [3] 28/15 40/21<br/>96/2</p> <p><b>going</b> [57] 2/2 3/18<br/>4/15 9/5 14/8 14/9 17/3<br/>17/4 30/14 30/18 30/21<br/>36/1 36/3 43/10 48/10<br/>50/12 53/11 54/13 57/1<br/>62/1 62/2 63/25 64/11<br/>65/5 65/9 66/6 66/16<br/>76/11 78/13 87/15 93/2<br/>93/3 93/4 94/15 95/17<br/>97/1 97/7 97/13 98/3<br/>98/5 98/6 98/15 98/18<br/>103/18 103/19 105/13<br/>106/12 106/15 106/15<br/>109/20 110/8 111/8<br/>115/5 115/7 116/4<br/>116/11 116/12</p> <p><b>golf</b> [10] 33/12 33/14<br/>33/20 34/1 34/8 34/9<br/>34/10 34/24 35/1 50/12</p> <p><b>gone</b> [2] 62/12 103/15</p> <p><b>good</b> [27] 2/1 5/16</p> | <p>15/10 40/2 40/11 41/6<br/>41/22 48/18 50/23<br/>63/12 63/12 64/13 69/8<br/>78/6 86/8 86/9 86/16<br/>87/2 90/4 91/24 98/20<br/>102/22 107/9 111/6<br/>112/7 116/3 116/4</p> <p><b>got</b> [17] 42/18 46/17<br/>51/23 51/25 54/6 54/7<br/>76/12 86/17 86/17<br/>86/18 86/18 86/23<br/>87/25 88/1 89/17 90/10<br/>90/17</p> <p><b>gotten</b> [3] 83/23 86/13<br/>87/6</p> <p><b>government</b> [1] 35/11</p> <p><b>grades</b> [3] 11/2 14/20<br/>14/24</p> <p><b>grading</b> [1] 14/13</p> <p><b>Graeser</b> [1] 100/3</p> <p><b>great</b> [13] 4/20 36/12<br/>46/7 58/19 64/18 64/22<br/>87/10 90/12 98/1 99/22<br/>101/21 104/3 107/12</p> <p><b>greater</b> [11] 11/15<br/>25/17 28/18 28/19<br/>28/19 37/23 38/6 53/25<br/>79/12 79/20 83/15</p> <p><b>greatest</b> [1] 10/1</p> <p><b>green</b> [11] 11/25 72/7<br/>86/19 90/20 91/1 91/22<br/>92/14 93/9 93/24 95/6<br/>100/23</p> <p><b>grocery</b> [2] 62/1<br/>102/11</p> <p><b>ground</b> [13] 9/21 9/22<br/>11/22 36/20 37/9 38/7<br/>38/14 38/16 70/12<br/>71/14 76/5 78/18 79/20</p> <p><b>group</b> [1] 109/1</p> <p><b>guarantee</b> [1] 74/15</p> <p><b>guess</b> [4] 16/9 29/24<br/>39/11 74/4</p> <p><b>guidance</b> [2] 13/15<br/>39/13</p> <p><b>guide</b> [3] 12/7 38/8<br/>38/22</p> <p><b>guideline</b> [1] 98/15</p> <p><b>guidelines</b> [4] 38/23<br/>71/23 80/4 98/20</p> <p><b>guiding</b> [1] 22/19</p> <p><b>guys</b> [1] 63/8</p> <p><b>H</b></p> <p><b>H3</b> [1] 4/22</p> <p><b>had</b> [25] 3/21 4/12<br/>7/15 8/6 16/19 24/8<br/>28/17 32/18 33/5 35/3<br/>46/3 46/14 48/11 53/22<br/>56/25 59/2 68/19 74/13<br/>75/5 83/10 97/24<br/>101/23 103/6 103/11<br/>103/14</p> <p><b>hadn't</b> [1] 69/15</p> <p><b>hair</b> [1] 56/18</p> <p><b>hall</b> [3] 1/13 2/7 54/19</p> <p><b>handful</b> [2] 62/10<br/>62/11</p> | <p><b>handled</b> [1] 81/7</p> <p><b>hands</b> [1] 98/22</p> <p><b>happen</b> [10] 14/8 14/9<br/>32/1 35/13 36/3 89/18<br/>97/23 106/21 106/22<br/>106/22</p> <p><b>happening</b> [1] 90/11</p> <p><b>happens</b> [2] 109/20<br/>116/3</p> <p><b>happy</b> [2] 55/14 74/16</p> <p><b>hard</b> [2] 50/24 60/22</p> <p><b>has</b> [42] 6/15 7/20<br/>8/24 22/15 24/13 25/23<br/>25/25 26/24 32/2 35/3<br/>39/12 40/4 42/15 42/16<br/>42/25 43/1 44/19 53/2<br/>54/19 57/19 58/2 58/22<br/>58/23 61/16 61/25<br/>61/25 66/2 66/6 67/18<br/>76/19 77/6 77/12 82/19<br/>87/9 95/20 98/8 99/23<br/>101/1 102/18 105/10<br/>112/18 116/2</p> <p><b>hasn't</b> [4] 55/4 58/2<br/>62/3 62/5</p> <p><b>have</b> [214]</p> <p><b>haven't</b> [5] 74/11<br/>74/13 97/12 106/21<br/>115/1</p> <p><b>having</b> [9] 19/23 63/4<br/>63/5 66/7 66/14 66/18<br/>74/3 79/18 106/14</p> <p><b>he</b> [2] 61/25 64/16</p> <p><b>he's</b> [1] 62/2</p> <p><b>hear</b> [3] 17/14 64/11<br/>89/11</p> <p><b>heard</b> [6] 42/6 44/7<br/>53/18 83/21 97/19<br/>116/7</p> <p><b>hearing</b> [14] 1/8 3/4<br/>4/8 4/11 4/23 5/2 67/19<br/>115/20 115/21 116/16<br/>117/1 117/2 117/13<br/>117/15</p> <p><b>hearings</b> [1] 115/17</p> <p><b>heart</b> [3] 21/22 50/14<br/>51/22</p> <p><b>Heather</b> [1] 1/14</p> <p><b>height</b> [7] 9/2 11/3<br/>11/7 14/14 14/21 28/19<br/>37/24</p> <p><b>heights</b> [6] 11/2 14/20<br/>14/24 25/15 29/4 37/11</p> <p><b>help</b> [11] 10/22 10/23<br/>12/22 13/17 25/19<br/>27/10 38/3 39/2 72/8<br/>84/10 99/18</p> <p><b>helps</b> [1] 60/16</p> <p><b>here</b> [56] 4/23 14/1<br/>15/11 15/14 15/17<br/>15/24 19/9 19/20 20/9<br/>23/1 23/21 26/6 26/16<br/>32/15 33/9 34/19 40/18<br/>40/22 43/8 44/2 44/11<br/>46/9 49/7 50/8 50/10<br/>50/11 51/2 54/20 55/16<br/>57/4 58/3 58/4 58/5<br/>60/1 60/3 63/9 63/18</p> | <p>65/5 67/25 71/21 72/17<br/>73/9 76/1 77/6 <b>6.1.x</b><br/>85/11 86/10 91/9 93/6<br/>93/7 95/2 99/24 100/14<br/>106/17 111/9 115/25</p> <p><b>here's</b> [1] 48/15</p> <p><b>hereby</b> [1] 117/12</p> <p><b>high</b> [9] 21/18 25/9<br/>38/23 52/13 57/4 67/13<br/>70/3 78/1 78/1</p> <p><b>high-end</b> [1] 57/4</p> <p><b>higher</b> [4] 8/23 8/23<br/>40/17 63/23</p> <p><b>highest</b> [3] 31/17<br/>63/10 64/23</p> <p><b>highlight</b> [1] 73/9</p> <p><b>highly</b> [1] 35/13</p> <p><b>highrise</b> [2] 28/24 29/6</p> <p><b>highrise-type</b> [1] 29/6</p> <p><b>highrises</b> [2] 33/2<br/>37/25</p> <p><b>highway</b> [2] 46/20<br/>47/10</p> <p><b>Hilton</b> [3] 52/19 52/21<br/>99/6</p> <p><b>him</b> [1] 55/1</p> <p><b>hiring</b> [1] 56/25</p> <p><b>his</b> [2] 64/15 64/24</p> <p><b>historically</b> [1] 26/24</p> <p><b>hits</b> [1] 41/11</p> <p><b>home</b> [1] 52/21</p> <p><b>homeowners</b> [1]<br/>12/10</p> <p><b>homes</b> [8] 8/25 9/7<br/>10/23 12/9 13/13 14/7<br/>14/15 77/2</p> <p><b>honestly</b> [1] 13/1</p> <p><b>hope</b> [3] 48/18 98/13<br/>98/19</p> <p><b>hotel</b> [1] 54/21</p> <p><b>hotels</b> [1] 32/24</p> <p><b>housing</b> [5] 31/15 60/6<br/>60/9 60/10 89/8</p> <p><b>how</b> [37] 6/1 12/4<br/>12/25 13/19 13/20<br/>14/11 14/12 14/13<br/>19/11 19/15 22/20 23/7<br/>23/17 32/11 32/12 33/5<br/>34/23 34/23 42/20<br/>45/22 46/10 46/12<br/>47/16 47/16 48/6 64/19<br/>65/19 66/15 66/15<br/>78/14 80/12 82/3 85/11<br/>94/20 96/22 98/2 111/8</p> <p><b>However</b> [5] 26/14<br/>47/12 67/10 68/3 70/19</p> <p><b>hub</b> [1] 107/23</p> <p><b>huge</b> [4] 55/11 58/20<br/>60/24 63/16</p> <p><b>huh</b> [15] 12/16 27/25<br/>29/13 40/20 57/18<br/>57/21 64/5 72/15 85/22<br/>89/21 90/7 91/20 92/9<br/>92/15 94/25</p> <p><b>hurts</b> [1] 62/16</p> |
| <p><b>I</b></p> <p><b>I'd</b> [8] 15/16 42/22 49/6</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 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| <p><b>I</b></p> <p><b>I'd... [5]</b> 52/24 55/25<br/>100/1 102/8 109/13</p> <p><b>I'll [8]</b> 6/5 8/19 55/14<br/>65/10 65/20 90/25<br/>105/22 108/3</p> <p><b>I'm [48]</b> 3/18 15/17<br/>16/22 17/14 19/6 19/6<br/>19/7 20/12 27/20 41/25<br/>42/2 50/3 51/6 51/15<br/>52/7 52/10 52/22 53/7<br/>53/10 55/9 55/10 55/16<br/>58/7 61/4 63/1 63/3<br/>63/18 63/18 64/9 74/3<br/>78/13 90/19 91/8 91/11<br/>92/2 93/7 97/9 97/21<br/>98/5 98/5 99/1 99/2<br/>99/6 105/10 110/24<br/>111/21 112/17 114/5</p> <p><b>I've [7]</b> 15/23 51/25<br/>52/25 53/3 90/17<br/>109/15 116/7</p> <p><b>idea [9]</b> 14/22 23/20<br/>24/21 47/7 71/12 82/17<br/>93/2 93/3 112/7</p> <p><b>ideas [1]</b> 35/20</p> <p><b>identifiable [2]</b> 21/22<br/>23/22</p> <p><b>identified [2]</b> 27/7<br/>113/22</p> <p><b>identity [2]</b> 22/1 23/22</p> <p><b>if [94]</b> 4/7 4/12 4/14<br/>4/15 13/24 17/16 17/16<br/>18/11 18/11 19/1 20/4<br/>20/5 24/16 24/20 26/21<br/>27/5 27/5 29/20 31/8<br/>32/5 32/12 33/5 34/9<br/>34/18 36/4 40/8 40/8<br/>41/7 42/3 42/4 42/8<br/>42/10 42/10 42/11<br/>42/12 44/12 44/13<br/>46/14 47/14 47/22 48/9<br/>48/17 48/24 49/8 51/1<br/>51/3 51/6 51/6 52/13<br/>54/17 54/18 56/16<br/>56/21 57/1 59/8 59/16<br/>60/9 60/9 60/20 60/23<br/>62/9 62/9 65/1 65/4<br/>65/22 66/25 69/7 75/11<br/>76/16 82/4 83/10 85/20<br/>87/10 87/10 87/17<br/>89/13 89/19 93/7 93/14<br/>101/4 102/3 102/20<br/>103/6 104/11 104/17<br/>105/11 105/15 107/2<br/>110/24 112/18 114/16<br/>114/25 115/23 116/1</p> <p><b>IL [3]</b> 1/22 117/18<br/>117/19</p> <p><b>IL-CSR [3]</b> 1/22 117/18<br/>117/19</p> <p><b>Illinois [1]</b> 117/10</p> <p><b>illustrate [1]</b> 22/23</p> <p><b>illustration [1]</b> 81/10</p> <p><b>image [1]</b> 113/24</p> <p><b>images [2]</b> 77/22<br/>89/15</p> <p><b>immediate [1]</b> 40/6</p> | <p><b>Imo's [1]</b> 64/15</p> <p><b>impact [3]</b> 30/14 30/16<br/>77/19</p> <p><b>impacted [1]</b> 101/17</p> <p><b>impacts [2]</b> 12/9 80/9</p> <p><b>implementation [12]</b><br/>8/4 10/12 13/3 13/22<br/>14/6 14/21 24/16 26/13<br/>108/9 112/15 113/17<br/>114/12</p> <p><b>implemented [4]</b><br/>12/25 13/20 108/13<br/>108/24</p> <p><b>implications [1]</b> 68/4</p> <p><b>important [7]</b> 31/10<br/>35/8 60/18 67/10 74/17<br/>95/12 113/23</p> <p><b>improve [3]</b> 47/12 72/8<br/>99/22</p> <p><b>improved [2]</b> 56/4<br/>70/5</p> <p><b>improvements [4]</b><br/>13/7 70/2 100/16<br/>108/23</p> <p><b>improves [1]</b> 67/7</p> <p><b>improving [1]</b> 69/25</p> <p><b>in [380]</b></p> <p><b>inadvertently [1]</b><br/>75/11</p> <p><b>inappropriate [1]</b> 74/2</p> <p><b>inaudible [1]</b> 110/23</p> <p><b>Inc [1]</b> 1/21</p> <p><b>incentive [2]</b> 100/25<br/>101/10</p> <p><b>incentives [1]</b> 11/19</p> <p><b>incitizing [2]</b> 72/5<br/>72/16</p> <p><b>include [8]</b> 27/16<br/>29/25 38/20 71/6 72/19<br/>77/24 93/11 108/15</p> <p><b>included [2]</b> 5/7 68/1</p> <p><b>including [8]</b> 25/13<br/>71/8 71/9 72/5 79/2<br/>79/14 79/19 113/13</p> <p><b>inclusive [2]</b> 28/10<br/>28/11</p> <p><b>income [3]</b> 60/2 60/11<br/>101/4</p> <p><b>inconsistencies [1]</b><br/>9/1</p> <p><b>inconsistency [1]</b><br/>80/16</p> <p><b>incorporate [1]</b> 70/23</p> <p><b>incorporating [1]</b><br/>109/4</p> <p><b>increase [1]</b> 99/21</p> <p><b>increased [1]</b> 11/19</p> <p><b>increasing [1]</b> 60/5</p> <p><b>increasingly [2]</b> 23/15<br/>77/9</p> <p><b>incremental [1]</b> 23/7</p> <p><b>incrementally [2]</b> 24/2<br/>32/2</p> <p><b>independent [1]</b> 35/15</p> <p><b>indicated [1]</b> 76/15</p> <p><b>individual [2]</b> 12/6<br/>13/12</p> <p><b>individuals [1]</b> 15/14</p> | <p><b>infill [7]</b> 9/2 9/5 9/11<br/>11/4 23/7 23/8 43/20</p> <p><b>infills [1]</b> 10/2</p> <p><b>information [2]</b> 8/19<br/>16/3</p> <p><b>innovation [6]</b> 8/12<br/>22/14 107/14 107/15<br/>107/25 110/19</p> <p><b>instance [1]</b> 41/25</p> <p><b>instances [1]</b> 103/22</p> <p><b>institutional [2]</b> 7/3<br/>113/3</p> <p><b>institutions [2]</b> 102/22<br/>103/20</p> <p><b>integrate [1]</b> 6/9</p> <p><b>intended [4]</b> 10/11<br/>21/8 21/19 83/13</p> <p><b>intense [4]</b> 28/20<br/>31/14 31/17 33/1</p> <p><b>intensity [2]</b> 21/18<br/>31/6</p> <p><b>intensive [4]</b> 28/13<br/>28/18 37/7 110/9</p> <p><b>intent [3]</b> 93/6 93/7<br/>95/11</p> <p><b>interest [2]</b> 21/3 21/10</p> <p><b>interested [1]</b> 82/11</p> <p><b>interesting [1]</b> 18/17</p> <p><b>interim [1]</b> 88/18</p> <p><b>interior [3]</b> 46/7 46/15<br/>65/14</p> <p><b>internally [1]</b> 48/12</p> <p><b>internet [1]</b> 102/25</p> <p><b>interrupt [1]</b> 95/11</p> <p><b>intimate [1]</b> 48/24</p> <p><b>intimate-type [1]</b><br/>48/24</p> <p><b>into [29]</b> 4/7 5/11 7/15<br/>7/17 8/8 10/15 13/22<br/>15/14 17/3 17/4 26/10<br/>28/6 28/25 37/6 41/4<br/>43/1 45/7 58/25 59/10<br/>67/17 85/21 87/7 89/12<br/>98/14 101/19 103/3<br/>109/5 111/20 112/3</p> <p><b>introduction [1]</b> 22/7</p> <p><b>investment [1]</b> 101/6</p> <p><b>invited [1]</b> 18/16</p> <p><b>involved [1]</b> 54/23</p> <p><b>involvement [1]</b> 32/9</p> <p><b>is [238]</b></p> <p><b>isn't [4]</b> 20/21 29/6<br/>30/18 39/10</p> <p><b>issue [7]</b> 34/19 38/10<br/>40/4 84/6 85/15 107/4<br/>112/20</p> <p><b>issues [21]</b> 6/21 6/23<br/>8/20 9/10 9/13 9/16<br/>11/11 11/16 14/15 16/4<br/>19/11 27/13 40/6 66/11<br/>72/23 83/21 84/11 85/8<br/>99/13 101/24 102/6</p> <p><b>it [196]</b></p> <p><b>it is [1]</b> 96/9</p> <p><b>it's [133]</b></p> <p><b>items [7]</b> 7/10 37/15<br/>113/18 113/22 113/22<br/>114/6 114/16</p> | <p><b>its [6]</b> 34/25 39/17<br/>39/17 47/10 83/19<br/>99/20</p> <p><b>itself [2]</b> 15/18 104/24</p> <p><b>J</b></p> <p><b>Jaffe [2]</b> 97/14 97/16</p> <p><b>Jaggi [2]</b> 1/16 2/21</p> <p><b>Jason [8]</b> 1/16 2/21<br/>34/18 40/8 73/25<br/>102/10 102/19 113/15</p> <p><b>Jenkins [1]</b> 73/20</p> <p><b>Jessica [2]</b> 1/17 3/1</p> <p><b>jewelry [2]</b> 102/23<br/>104/19</p> <p><b>job [2]</b> 41/2 48/18</p> <p><b>jobs [1]</b> 107/24</p> <p><b>Joe's [3]</b> 44/16 46/4<br/>102/10</p> <p><b>jogs [1]</b> 26/8</p> <p><b>Jones [1]</b> 103/20</p> <p><b>Judy [2]</b> 49/15 49/17</p> <p><b>June [4]</b> 7/11 26/1<br/>34/5 107/17</p> <p><b>June 6th [3]</b> 7/11 26/1<br/>34/5</p> <p><b>just [104]</b> 4/25 5/11<br/>7/9 10/14 13/24 15/2<br/>15/4 15/7 15/17 16/3<br/>16/9 17/23 18/3 18/25<br/>19/9 20/5 20/12 21/9<br/>21/10 22/7 22/23 28/6<br/>31/2 31/8 32/14 33/7<br/>35/20 35/23 36/2 36/6<br/>39/14 41/11 43/5 44/2<br/>44/21 46/9 48/14 50/2<br/>51/6 52/12 52/14 53/22<br/>55/4 56/8 57/3 58/1<br/>58/23 60/20 61/6 62/4<br/>62/12 64/13 65/2 65/3<br/>65/9 65/18 69/9 70/7<br/>70/22 72/22 72/23<br/>73/23 74/7 74/23 75/11<br/>80/11 83/8 88/4 91/10<br/>91/21 91/24 92/7 92/10<br/>92/16 93/10 94/1 94/5<br/>95/10 95/22 96/6 96/12<br/>96/18 96/23 97/19<br/>97/19 98/13 100/15<br/>105/4 105/10 105/25<br/>106/10 106/12 106/18<br/>107/3 107/4 107/5<br/>109/13 111/20 111/24<br/>112/21 112/23 114/6<br/>115/13 115/13</p> <p><b>just to [1]</b> 112/21</p> <p><b>K</b></p> <p><b>Kansas [2]</b> 58/8<br/>117/11</p> <p><b>keep [5]</b> 35/23 60/25<br/>63/8 63/20 108/22</p> <p><b>keeping [3]</b> 7/22 48/1<br/>68/9</p> <p><b>Kelly [2]</b> 1/16 2/23</p> <p><b>key [15]</b> 7/10 8/20 9/16<br/>11/11 16/4 21/5 21/24<br/>77/6 81/7 81/15 108/21</p> | <p>110/2 110/5 113/17<br/>113/20</p> <p><b>keyed [5]</b> 10/12 11/6<br/>12/5 47/20 47/20</p> <p><b>kicks [1]</b> 22/2</p> <p><b>kickstart [1]</b> 32/6</p> <p><b>kids [1]</b> 104/13</p> <p><b>kind [53]</b> 10/4 13/21<br/>13/22 15/3 15/24 17/1<br/>21/4 27/6 28/14 28/16<br/>30/9 30/15 31/2 31/7<br/>31/14 32/6 32/20 32/24<br/>33/7 34/22 35/5 35/23<br/>37/12 38/4 39/22 44/2<br/>44/2 44/19 48/13 48/19<br/>50/21 53/12 68/24<br/>69/12 79/5 82/13 83/1<br/>83/4 86/4 87/21 89/5<br/>89/20 89/23 92/11<br/>92/20 96/1 96/23 101/4<br/>103/5 105/6 112/11<br/>112/14 116/8</p> <p><b>kinds [2]</b> 103/18<br/>105/21</p> <p><b>King's [1]</b> 25/11</p> <p><b>Kirkwood [7]</b> 25/14<br/>53/18 53/24 54/2 54/2<br/>59/21 60/13</p> <p><b>Kistner [3]</b> 1/12<br/>109/11 110/14</p> <p><b>Klearman [3]</b> 17/13<br/>17/21 18/1</p> <p><b>Kling [1]</b> 73/20</p> <p><b>Knolls [2]</b> 64/14 64/15</p> <p><b>know [126]</b></p> <p><b>knowing [1]</b> 89/10</p> <p><b>KS [3]</b> 1/22 117/18<br/>117/19</p> <p><b>KS-CCR [3]</b> 1/22<br/>117/18 117/19</p> <p><b>L</b></p> <p><b>Ladue [3]</b> 77/25 89/20<br/>90/1</p> <p><b>lake [1]</b> 68/22</p> <p><b>land [14]</b> 6/8 6/9 6/9<br/>6/14 7/3 11/13 11/14<br/>11/17 14/3 58/21 58/24<br/>59/12 61/18 99/15</p> <p><b>Landing [1]</b> 25/11</p> <p><b>landlocked [1]</b> 89/12</p> <p><b>landscape [11]</b> 37/20<br/>70/25 77/13 77/19<br/>91/17 92/21 94/7 94/9<br/>94/21 95/24 95/25</p> <p><b>landscaped [5]</b> 92/5<br/>92/23 93/8 93/10 95/19</p> <p><b>landscaping [16]</b> 28/3<br/>36/25 47/18 48/21 70/2<br/>70/21 71/5 71/6 79/3<br/>83/24 87/12 88/1 89/23<br/>94/23 95/3 101/20</p> <p><b>lane [2]</b> 46/17 80/15</p> <p><b>lanes [1]</b> 54/4</p> <p><b>language [1]</b> 96/10</p> <p><b>large [15]</b> 9/20 9/22<br/>23/13 42/7 59/10 59/12<br/>62/14 62/17 67/2 69/21</p> |
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| <p><b>L</b></p> <p><b>large...</b> [5] 70/20 70/22 72/9 108/25 112/20</p> <p><b>large-scale</b> [4] 59/10 62/14 62/17 108/25</p> <p><b>largely</b> [5] 7/1 9/20 60/8 71/20 108/24</p> <p><b>larger</b> [9] 13/10 31/12 32/5 38/17 73/10 73/11 75/22 85/5 95/16</p> <p><b>last</b> [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</p> <p><b>Lastly</b> [1] 102/8</p> <p><b>late</b> [2] 107/17 112/4</p> <p><b>later</b> [4] 4/14 20/3 90/23 117/13</p> <p><b>law</b> [1] 93/12</p> <p><b>lawn</b> [1] 95/22</p> <p><b>lawsuits</b> [1] 98/6</p> <p><b>lawyers</b> [1] 98/1</p> <p><b>lay</b> [1] 19/20</p> <p><b>layout</b> [1] 102/5</p> <p><b>leads</b> [1] 94/4</p> <p><b>leasing</b> [1] 45/11</p> <p><b>least</b> [2] 93/22 101/8</p> <p><b>leave</b> [3] 18/10 98/19 105/23</p> <p><b>Leawood</b> [3] 58/17 58/18 58/19</p> <p><b>LED</b> [1] 72/17</p> <p><b>left</b> [1] 109/11</p> <p><b>length</b> [1] 48/7</p> <p><b>less</b> [11] 11/13 11/17 28/13 48/23 75/21 85/2 85/2 85/2 93/4 98/18 112/1</p> <p><b>let</b> [4] 33/8 98/20 112/10 112/23</p> <p><b>let's</b> [3] 56/15 62/23 116/14</p> <p><b>letter</b> [1] 53/21</p> <p><b>level</b> [5] 31/17 32/9 40/17 93/24 115/2</p> <p><b>levels</b> [3] 37/2 67/13 70/3</p> <p><b>life</b> [3] 109/1 109/2 110/19</p> <p><b>lighting</b> [5] 12/15 72/6 79/3 95/4 96/3</p> <p><b>like</b> [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</p> | <p>102/8 104/1 104/4 105/6 105/14 109/13 116/2</p> <p><b>likelihood</b> [1] 30/7</p> <p><b>likely</b> [1] 68/10</p> <p><b>likes</b> [1] 19/10</p> <p><b>Likewise</b> [3] 11/18 73/7 84/23</p> <p><b>limit</b> [1] 9/2</p> <p><b>limitation</b> [1] 78/17</p> <p><b>limitations</b> [2] 11/5 96/16</p> <p><b>limits</b> [3] 11/7 37/14 38/25</p> <p><b>Lindbergh</b> [5] 7/6 7/14 7/20 54/4 112/25</p> <p><b>line</b> [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</p> <p><b>lined</b> [1] 50/21</p> <p><b>lines</b> [6] 10/18 10/19 23/9 37/17 51/7 81/2</p> <p><b>link</b> [1] 36/6</p> <p><b>list</b> [1] 43/14</p> <p><b>little</b> [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</p> <p><b>live</b> [4] 18/7 55/21 78/8 97/16</p> <p><b>loaded</b> [1] 81/12</p> <p><b>lobby</b> [1] 29/8</p> <p><b>local</b> [1] 11/12</p> <p><b>locally</b> [2] 61/7 92/20</p> <p><b>located</b> [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</p> <p><b>locating</b> [2] 36/23 37/18</p> <p><b>location</b> [6] 23/10 33/20 36/23 64/18 70/14 78/20</p> <p><b>locations</b> [1] 87/1</p> <p><b>Lodge</b> [1] 105/17</p> <p><b>logic</b> [1] 30/2</p> <p><b>logistical</b> [1] 66/10</p> <p><b>Lola</b> [1] 104/18</p> <p><b>long</b> [2] 76/19 98/15</p> <p><b>longer</b> [1] 8/14</p> <p><b>longterm</b> [6] 31/21 35/17 45/24 67/14 70/7 90/17</p> <p><b>look</b> [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</p> | <p>105/11</p> <p><b>look at</b> [1] 96/6</p> <p><b>looked</b> [2] 82/8 89/15</p> <p><b>looking</b> [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</p> <p><b>looks</b> [2] 6/21 16/25</p> <p><b>losing</b> [1] 97/9</p> <p><b>lost</b> [1] 20/17</p> <p><b>lot</b> [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</p> <p><b>lots</b> [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</p> <p><b>Louis</b> [6] 1/23 43/16 46/5 73/22 85/13 117/7</p> <p><b>Love</b> [1] 56/3</p> <p><b>low</b> [7] 30/7 31/6 31/6 52/13 72/5 72/17 77/1</p> <p><b>low-voltage</b> [2] 72/5 72/17</p> <p><b>lower</b> [1] 79/16</p> <p><b>Lumley</b> [3] 1/15 2/18 115/23</p> <p><b>Lyonnais</b> [1] 49/17</p> <p><b>M</b></p> <p><b>made</b> [8] 8/14 27/5 55/1 60/9 67/19 69/10 69/11 91/3</p> <p><b>Magruder</b> [3] 1/13 2/9 116/21</p> <p><b>Magruder's</b> [1] 86/4</p> <p><b>main</b> [10] 23/22 31/20 33/3 37/12 47/2 47/9 48/14 48/22 63/12</p> | <p>71/16</p> <p><b>mainly</b> [1] 73/9</p> <p><b>maintain</b> [6] 14/12 37/12 64/16 67/13 83/4 83/5</p> <p><b>maintained</b> [1] 34/11</p> <p><b>maintaining</b> [3] 70/3 99/14 99/19</p> <p><b>major</b> [2] 83/21 108/4</p> <p><b>majority</b> [1] 78/24</p> <p><b>make</b> [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</p> <p><b>make one</b> [1] 109/13</p> <p><b>makes</b> [7] 17/11 27/16 35/19 40/11 53/13 60/21 69/17</p> <p><b>making</b> [4] 20/2 41/11 45/13 50/1</p> <p><b>malls</b> [1] 90/12</p> <p><b>manage</b> [2] 100/2 102/14</p> <p><b>management</b> [1] 102/17</p> <p><b>manages</b> [1] 99/8</p> <p><b>manner</b> [1] 27/11</p> <p><b>many</b> [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</p> <p><b>map</b> [1] 68/24</p> <p><b>mapped</b> [1] 68/24</p> <p><b>maps</b> [1] 68/13</p> <p><b>market</b> [7] 9/6 44/18 59/25 60/13 89/16 103/1 105/5</p> <p><b>marketing</b> [1] 104/12</p> <p><b>marketplace</b> [3] 90/2 90/10 102/9</p> <p><b>Martin</b> [2] 97/14 97/16</p> <p><b>Mary</b> [2] 80/14 105/15</p> <p><b>Maryland</b> [2] 89/19 104/24</p> <p><b>Masonic</b> [1] 105/17</p> <p><b>master</b> [6] 32/5 107/21 108/10 109/5 110/3 110/3</p> <p><b>match</b> [2] 11/9 13/18</p> <p><b>matches</b> [1] 12/23</p> <p><b>materials</b> [1] 72/7</p> <p><b>Matthew</b> [1] 1/15</p> <p><b>maximize</b> [3] 30/14 82/22 82/23</p> <p><b>maximizes</b> [1] 77/19</p> <p><b>maximizing</b> [1] 77/20</p> <p><b>maximum</b> [5] 10/25 24/14 24/15 29/4 47/24</p> <p><b>may</b> [11] 15/17 31/4 32/17 34/22 49/24 82/4 82/21 87/17 88/9</p> | <p>111/19 111/19</p> <p><b>maybe</b> [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</p> <p><b>MCCOY</b> [3] 18/25 19/4 19/6</p> <p><b>McKnight</b> [1] 89/17</p> <p><b>McLaughlin</b> [4] 1/21 1/22 117/9 117/19</p> <p><b>me</b> [9] 16/25 24/6 29/16 83/9 92/14 93/7 94/4 95/1 112/11</p> <p><b>Meadows</b> [2] 80/14 105/15</p> <p><b>mean</b> [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</p> <p><b>means</b> [2] 9/8 95/5</p> <p><b>meat</b> [1] 112/8</p> <p><b>medical</b> [2] 56/19 103/19</p> <p><b>medium</b> [1] 67/14</p> <p><b>meet</b> [3] 56/13 63/16 100/13</p> <p><b>meeting</b> [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</p> <p><b>meetings</b> [1] 3/11</p> <p><b>Mel</b> [2] 17/21 18/1</p> <p><b>members</b> [5] 18/15 32/14 32/17 45/16 86/14</p> <p><b>memo</b> [1] 5/14</p> <p><b>memorandum</b> [1] 5/5</p> <p><b>men's</b> [2] 102/12 103/21</p> <p><b>mention</b> [3] 67/18 96/18 106/1</p> <p><b>mentioned</b> [11] 12/14 53/15 53/16 57/16 59/24 85/18 95/21 99/23 101/12 101/22 101/25</p> <p><b>mentioning</b> [1] 113/15</p> <p><b>Meramec</b> [1] 73/21</p> <p><b>met</b> [3] 13/17 108/9 108/14</p> <p><b>metro</b> [1] 43/17</p> <p><b>microphone</b> [1] 19/14</p> <p><b>middle</b> [5] 23/3 23/16 66/8 66/17 68/21</p> <p><b>might</b> [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</p> |
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| <p><b>M</b></p> <p><b>might...</b> [2] 114/4 115/19</p> <p><b>mile</b> [2] 53/24 54/1</p> <p><b>mind</b> [3] 35/24 65/11 108/22</p> <p><b>minimal</b> [1] 89/23</p> <p><b>minimize</b> [1] 80/6</p> <p><b>minimized</b> [1] 80/10</p> <p><b>minimum</b> [3] 11/25 13/17 38/18</p> <p><b>minute</b> [1] 7/9</p> <p><b>minutes</b> [6] 3/8 3/19 3/20 113/12 113/25 114/3</p> <p><b>mishmash</b> [1] 53/12</p> <p><b>misrepresentation</b> [1] 75/24</p> <p><b>MISSOURI</b> [4] 1/2 73/22 117/5 117/10</p> <p><b>mistake</b> [2] 75/15 75/23</p> <p><b>mitigated</b> [1] 80/9</p> <p><b>mitigation</b> [1] 11/10</p> <p><b>mix</b> [2] 87/7 108/16</p> <p><b>mixed</b> [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</p> <p><b>mixed-use</b> [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</p> <p><b>Mixed-Used</b> [1] 16/25</p> <p><b>MO</b> [4] 1/22 1/23 117/18 117/19</p> <p><b>MO-CCR</b> [3] 1/22 117/18 117/19</p> <p><b>model</b> [3] 25/10 32/4 86/16</p> <p><b>moment</b> [1] 28/7</p> <p><b>Monarch</b> [1] 18/19</p> <p><b>MONDAY</b> [2] 1/4 2/2</p> <p><b>money</b> [5] 54/25 57/3 60/22 60/23 98/10</p> <p><b>Monsanto</b> [1] 59/8</p> <p><b>months</b> [1] 93/23</p> <p><b>Montmartre</b> [1] 19/6</p> <p><b>monument</b> [4] 38/13 39/16 74/11 76/13</p> <p><b>mood</b> [1] 32/12</p> <p><b>moot</b> [1] 30/9</p> <p><b>more</b> [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</p> | <p>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</p> <p><b>Mosley</b> [3] 52/22 64/16 76/22</p> <p><b>most</b> [7] 30/15 30/15 31/14 31/17 55/8 60/8 63/10</p> <p><b>mostly</b> [2] 14/11 43/18</p> <p><b>motion</b> [3] 3/23 116/15 116/15</p> <p><b>Motors</b> [1] 26/8</p> <p><b>move</b> [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</p> <p><b>moved</b> [2] 35/3 116/17</p> <p><b>moving</b> [5] 25/20 69/23 89/12 111/2 116/3</p> <p><b>Mr</b> [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</p> <p><b>Mr.</b> [11] 2/5 2/9 2/11 17/13 39/9 45/2 86/4 90/15 104/6 115/23 116/21</p> <p><b>Mr. Carney</b> [1] 2/5</p> <p><b>Mr. Klearman</b> [1] 17/13</p> <p><b>Mr. Lumley</b> [1] 115/23</p> <p><b>Mr. Magruder</b> [2] 2/9 116/21</p> <p><b>Mr. Magruder's</b> [1] 86/4</p> <p><b>Mr. Rovak</b> [4] 2/11 39/9 45/2 90/15</p> <p><b>Mr. Stern</b> [1] 104/6</p> <p><b>Ms</b> [7] 1/12 1/13 1/14 1/16 1/17 49/15 110/22</p> <p><b>Ms.</b> [3] 2/7 2/13 94/10</p> <p><b>Ms. Hall</b> [1] 2/7</p> <p><b>Ms. Silverman</b> [2] 2/13 94/10</p> <p><b>MSD</b> [1] 11/14</p> <p><b>much</b> [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</p> <p><b>muddled</b> [1] 32/21</p> <p><b>multi</b> [11] 10/7 10/8</p> | <p>10/8 20/11 28/22 29/8 67/22 68/5 68/8 69/8 77/2</p> <p><b>multi-family</b> [9] 10/7 10/8 10/8 28/22 67/22 68/5 68/8 69/8 77/2</p> <p><b>multi-unit</b> [1] 29/8</p> <p><b>multi-use</b> [1] 20/11</p> <p><b>multiple</b> [1] 11/23</p> <p><b>municipal</b> [2] 33/12 35/1</p> <p><b>municipalities</b> [2] 44/14 92/20</p> <p><b>Muriel</b> [1] 1/13</p> <p><b>my</b> [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</p> <p><b>myself</b> [1] 16/13</p> <p><b>N</b></p> <p><b>nail</b> [1] 56/18</p> <p><b>name</b> [6] 4/22 17/24 52/21 58/8 73/20 97/16</p> <p><b>narrative</b> [1] 15/4</p> <p><b>narrow</b> [9] 84/16 85/9 91/25 92/10 92/20 92/21 95/22 96/11 101/13</p> <p><b>national</b> [1] 103/14</p> <p><b>nature</b> [3] 40/17 57/6 105/19</p> <p><b>navigate</b> [1] 66/7</p> <p><b>near</b> [1] 93/24</p> <p><b>nearby</b> [1] 78/8</p> <p><b>necessarily</b> [11] 14/10 14/22 28/19 33/2 37/25 47/9 88/17 92/22 94/11 103/9 103/25</p> <p><b>necessary</b> [1] 113/21</p> <p><b>need</b> [9] 3/5 17/19 42/3 47/5 82/14 83/3 94/11 112/24 116/11</p> <p><b>needing</b> [2] 38/18 89/3</p> <p><b>needs</b> [7] 19/19 35/18 48/22 62/14 84/8 103/2 103/3</p> <p><b>negative</b> [2] 12/9 80/9</p> <p><b>neighborhood</b> [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</p> <p><b>neighborhoods</b> [10] 8/21 9/7 10/1 10/5 10/7 10/24 12/7 12/24 13/13 70/6</p> <p><b>neighboring</b> [8] 9/14 14/14 70/13 71/18 77/4 78/19 80/7 81/1</p> <p><b>neighbors</b> [1] 18/9</p> <p><b>never</b> [3] 38/14 55/2 92/17</p> <p><b>new</b> [17] 1/3 14/7 23/7 26/7 26/17 26/23 27/17 28/15 30/4 32/3 44/4</p> | <p>76/23 100/20 101/3 102/19 102/20 107/16</p> <p><b>newer</b> [1] 86/24</p> <p><b>next</b> [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</p> <p><b>nice</b> [5] 41/2 41/7 57/5 87/12 88/1</p> <p><b>nicely</b> [1] 92/23</p> <p><b>night</b> [1] 63/9</p> <p><b>nine</b> [1] 111/15</p> <p><b>nine o'clock</b> [1] 111/15</p> <p><b>no</b> [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</p> <p><b>no -- no</b> [1] 68/10</p> <p><b>non</b> [1] 78/11</p> <p><b>non-commercial</b> [1] 78/11</p> <p><b>None</b> [1] 66/19</p> <p><b>nonetheless</b> [1] 106/24</p> <p><b>nonexistent</b> [1] 56/16</p> <p><b>Noodles</b> [1] 86/7</p> <p><b>north</b> [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</p> <p><b>northwest</b> [1] 33/14</p> <p><b>not</b> [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</p> | <p>105/20 106/2 106/2 106/3 109/16 111/18 112/17</p> <p><b>note</b> [3] 67/10 95/12 100/21</p> <p><b>noted</b> [1] 59/18</p> <p><b>nothing</b> [2] 100/8 100/9</p> <p><b>notice</b> [2] 115/15 115/16</p> <p><b>NOVEMBER</b> [2] 1/4 2/2</p> <p><b>November 7th</b> [1] 2/2</p> <p><b>now</b> [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</p> <p><b>nuances</b> [1] 66/20</p> <p><b>number</b> [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</p> <p><b>numbers</b> [1] 39/15</p> <p><b>numerous</b> [1] 77/7</p> <p><b>nurturing</b> [1] 44/3</p> <p><b>O</b></p> <p><b>o'clock</b> [1] 111/15</p> <p><b>Oats</b> [1] 89/20</p> <p><b>objectives</b> [3] 5/24 6/2 21/25</p> <p><b>obsolescence</b> [2] 9/6 31/23</p> <p><b>obviously</b> [4] 29/20 32/7 47/4 109/24</p> <p><b>occur</b> [1] 31/25</p> <p><b>occurred</b> [3] 29/17 29/20 43/13</p> <p><b>occurring</b> [1] 27/2</p> <p><b>October</b> [4] 3/19 3/20 5/1 67/20</p> <p><b>October 17th</b> [1] 3/20</p> <p><b>October 20</b> [1] 3/19</p> <p><b>October 20th</b> [2] 5/1 67/20</p> <p><b>of Olive</b> [1] 50/7</p> <p><b>off</b> [9] 22/2 51/3 55/1 63/25 64/19 69/1 87/19 88/2 90/24</p> <p><b>off-record</b> [1] 90/24</p> <p><b>offer</b> [3] 65/10 68/12 78/4</p> <p><b>offered</b> [1] 57/25</p> <p><b>offering</b> [1] 60/6</p> <p><b>office</b> [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</p> <p><b>offices</b> [1] 73/21</p> <p><b>officials</b> [3] 18/4 18/4 18/5</p> <p><b>oftentimes</b> [1] 9/23</p> <p><b>Oh</b> [5] 3/14 17/15 18/1</p> |
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| <p><b>O</b></p> <p><b>Oh...</b> [2] 51/13 111/1</p> <p><b>old</b> [4] 26/7 26/9 26/24 90/12</p> <p><b>Olde</b> [1] 26/10</p> <p><b>older</b> [1] 59/6</p> <p><b>Olive</b> [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</p> <p><b>on</b> [181]</p> <p><b>on-site</b> [3] 72/7 91/1 91/3</p> <p><b>one</b> [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</p> <p><b>one's</b> [1] 58/16</p> <p><b>ones</b> [5] 58/7 63/11 64/22 79/8 98/21</p> <p><b>only</b> [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</p> <p><b>open</b> [6] 2/2 3/3 5/11 49/5 104/1 113/6</p> <p><b>opened</b> [1] 15/5</p> <p><b>opener</b> [1] 100/10</p> <p><b>opening</b> [1] 15/6</p> <p><b>openminded</b> [2] 55/17 56/2</p> <p><b>operate</b> [1] 63/7</p> | <p><b>operator</b> [1] 60/23</p> <p><b>opinion</b> [2] 62/4 62/4</p> <p><b>opinions</b> [2] 45/17 98/12</p> <p><b>opportunities</b> [1] 47/12</p> <p><b>opportunity</b> [4] 33/6 62/7 83/15 99/22</p> <p><b>opposed</b> [3] 42/9 63/4 96/20</p> <p><b>optional</b> [1] 12/14</p> <p><b>options</b> [2] 35/7 64/25</p> <p><b>or</b> [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</p> <p><b>or do</b> [1] 65/13</p> <p><b>or there's</b> [1] 61/8</p> <p><b>order</b> [2] 12/6 100/19</p> <p><b>ordinance</b> [3] 11/12 14/7 57/8</p> <p><b>ordinances</b> [3] 13/23 41/14 100/7</p> <p><b>organized</b> [3] 6/4 22/5 22/10</p> <p><b>orientation</b> [6] 8/25 10/23 38/9 69/25 70/14 76/13</p> <p><b>oriented</b> [2] 25/11 28/17</p> <p><b>original</b> [1] 67/24</p> <p><b>originally</b> [1] 68/18</p> <p><b>other</b> [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</p> | <p>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</p> <p><b>others</b> [3] 25/11 57/20 64/12</p> <p><b>otherwise</b> [2] 63/25 94/14</p> <p><b>our</b> [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</p> <p><b>ourselves</b> [1] 115/2</p> <p><b>out</b> [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</p> <p><b>outcomes</b> [1] 107/20</p> <p><b>outdoor</b> [4] 25/18 70/21 71/9 81/13</p> <p><b>outlined</b> [5] 5/13 5/24 27/23 37/15 73/1</p> <p><b>outlines</b> [1] 5/6</p> <p><b>outside</b> [2] 42/4 85/23</p> <p><b>outstanding</b> [1] 115/10</p> <p><b>over</b> [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</p> <p><b>over from</b> [1] 75/12</p> <p><b>overall</b> [5] 23/21 68/9 68/13 70/1 77/16</p> <p><b>overlay</b> [2] 37/16 38/22</p> <p><b>overlooked</b> [1] 15/17</p> <p><b>overview</b> [1] 6/6</p> <p><b>own</b> [1] 97/23</p> <p><b>owned</b> [3] 61/15 61/18 61/21</p> <p><b>owner</b> [2] 52/22 87/18</p> <p><b>owners</b> [9] 9/14 42/8 74/10 82/10 83/22 86/14 101/2 101/8 106/19</p> <p><b>ownership</b> [2] 24/1 107/3</p> <p><b>owns</b> [1] 61/11</p> <p><b>P</b></p> <p><b>P.C</b> [1] 73/21</p> <p><b>p.m</b> [2] 1/5 117/2</p> <p><b>pace</b> [2] 61/19 116/4</p> <p><b>packets</b> [1] 5/8</p> | <p><b>page</b> [8] 16/2 16/15 20/21 24/8 24/11 73/6 75/10 75/20</p> <p><b>pages</b> [3] 20/11 39/6 73/2</p> <p><b>paid</b> [1] 98/3</p> <p><b>paper</b> [1] 91/24</p> <p><b>parallel</b> [1] 81/13</p> <p><b>parameters</b> [2] 13/14 34/23</p> <p><b>parcel</b> [2] 74/6 83/18</p> <p><b>parcels</b> [2] 14/3 23/25</p> <p><b>Pardon</b> [1] 58/11</p> <p><b>park</b> [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</p> <p><b>parked</b> [1] 87/4</p> <p><b>parking</b> [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</p> <p><b>parks</b> [5] 17/1 19/7 28/3 79/7 113/6</p> <p><b>part</b> [10] 13/11 21/9 29/14 61/4 62/1 88/5 88/11 106/3 106/12 107/10</p> <p><b>partial</b> [3] 33/14 33/22 34/13</p> <p><b>participated</b> [1] 99/12</p> <p><b>particular</b> [10] 6/15 13/9 17/2 21/1 47/21 56/21 81/10 84/22 86/21 92/13</p> <p><b>particularly</b> [9] 22/1 27/13 27/13 36/14 68/10 72/3 89/14 99/23 101/14</p> <p><b>party</b> [1] 18/9</p> <p><b>past</b> [4] 32/19 54/8 77/7 100/6</p> <p><b>paths</b> [1] 59/3</p> <p><b>pathways</b> [1] 20/11</p> <p><b>patio</b> [1] 57/5</p> | <p><b>patronizing</b> [1] 81/19</p> <p><b>patterns</b> [1] 3/1</p> <p><b>Paul</b> [5] 52/19 52/21 99/6 101/22 104/3</p> <p><b>pavement</b> [4] 9/3 11/1 18/8 72/5</p> <p><b>pay</b> [2] 98/5 98/6</p> <p><b>ped</b> [1] 113/7</p> <p><b>pedestrian</b> [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</p> <p><b>pedestrians</b> [1] 102/2</p> <p><b>peers</b> [1] 89/11</p> <p><b>Penelope's</b> [1] 104/18</p> <p><b>people</b> [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</p> <p><b>per</b> [1] 10/17</p> <p><b>perceive</b> [1] 83/7</p> <p><b>percent</b> [5] 41/16 53/25 99/15 99/16 100/24</p> <p><b>percentage</b> [1] 11/25</p> <p><b>performance</b> [2] 72/9 108/19</p> <p><b>performed</b> [1] 61/16</p> <p><b>perhaps</b> [4] 29/23 35/11 85/4 106/7</p> <p><b>perimeter</b> [1] 23/16</p> <p><b>period</b> [1] 53/2</p> <p><b>periodically</b> [1] 5/21</p> <p><b>permit</b> [2] 8/22 58/4</p> <p><b>permitted</b> [5] 38/14 71/16 74/12 76/9 84/23</p> <p><b>person</b> [1] 83/8</p> <p><b>pertain</b> [3] 22/1 36/14 71/21</p> <p><b>pertains</b> [1] 16/1</p> <p><b>pervious</b> [3] 9/3 11/1 72/5</p> <p><b>pets</b> [1] 104/19</p> <p><b>phase</b> [1] 14/21</p> <p><b>physical</b> [1] 6/22</p> <p><b>pick</b> [4] 112/11 114/11 114/15 115/10</p> <p><b>picky</b> [1] 90/25</p> <p><b>picture</b> [2] 33/8 69/5</p> <p><b>pictures</b> [1] 54/18</p> <p><b>piece</b> [3] 26/8 86/1 109/8</p> <p><b>pieces</b> [3] 43/25 54/23 55/2</p> <p><b>Pizza</b> [1] 64/15</p> <p><b>place</b> [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> |
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| <p><b>P</b></p> <p><b>place...</b> [27] 13/9<br/>13/18 15/6 17/7 21/21<br/>22/12 23/6 23/18 24/22<br/>33/4 36/16 36/18 36/21<br/>37/17 40/22 40/22 44/1<br/>44/20 67/5 68/2 68/9<br/>68/13 68/24 73/1<br/>107/16 107/20 108/5</p> <p><b>placed</b> [3] 6/5 6/7 35/4</p> <p><b>placement</b> [1] 87/1</p> <p><b>places</b> [5] 44/11 46/19<br/>46/21 53/20 57/20</p> <p><b>plan</b> [92] 1/9 3/4 4/5<br/>4/9 4/24 5/3 5/7 5/18<br/>5/23 6/3 6/8 6/8 7/12<br/>11/18 11/24 13/3 13/14<br/>13/15 13/21 13/22<br/>14/17 18/21 20/25 21/8<br/>21/9 21/25 22/6 26/19<br/>27/4 27/4 31/11 32/2<br/>32/22 33/13 33/22<br/>33/24 35/10 35/17 36/1<br/>38/12 40/17 44/24<br/>45/22 45/24 47/5 48/2<br/>53/11 53/13 55/17 56/1<br/>56/12 56/24 62/23 63/2<br/>63/21 67/11 67/24 68/1<br/>70/11 73/1 75/3 75/4<br/>82/14 85/25 88/12<br/>88/16 88/21 91/24<br/>93/25 98/14 98/15<br/>98/21 99/11 99/18<br/>100/8 100/9 101/1<br/>101/8 103/3 105/7<br/>106/1 107/21 108/10<br/>108/12 109/5 109/5<br/>109/23 110/1 110/3<br/>110/3 114/12 116/11</p> <p><b>plan's</b> [1] 91/22</p> <p><b>planned</b> [3] 59/2 68/19<br/>68/23</p> <p><b>Planner</b> [2] 1/16 2/23</p> <p><b>planning</b> [17] 1/1 1/17<br/>2/3 2/25 18/15 26/25<br/>32/19 33/18 33/25 34/7<br/>74/9 98/13 99/12 100/7<br/>109/25 110/9 117/12</p> <p><b>plans</b> [4] 8/13 12/19<br/>50/1 97/25</p> <p><b>Plant</b> [10] 8/11 76/23<br/>89/6 107/13 107/15<br/>107/21 108/10 109/5<br/>109/15 110/19</p> <p><b>planters</b> [2] 92/25<br/>94/18</p> <p><b>planting</b> [3] 11/21<br/>95/23 96/19</p> <p><b>platting</b> [1] 13/11</p> <p><b>plaza</b> [12] 25/14 26/8<br/>30/7 31/4 33/16 50/11<br/>52/23 54/1 54/2 54/6<br/>54/12 100/5</p> <p><b>plazas</b> [1] 71/9</p> <p><b>please</b> [4] 4/15 56/2<br/>63/18 63/20</p> <p><b>Plus</b> [1] 30/17</p> <p><b>point</b> [23] 5/10 14/11</p> | <p>14/18 20/18 20/20 30/9<br/>32/20 39/22 40/11<br/>41/11 46/2 50/23 54/14<br/>54/16 86/6 87/17 87/24<br/>91/13 99/18 105/25<br/>106/10 106/14 107/6</p> <p><b>police</b> [4] 18/4 18/12<br/>35/11 35/12</p> <p><b>population</b> [6] 53/24<br/>59/19 60/15 60/19<br/>104/4 105/12</p> <p><b>portion</b> [2] 5/1 17/2</p> <p><b>portions</b> [2] 57/8<br/>65/25</p> <p><b>portraying</b> [1] 69/5</p> <p><b>position</b> [1] 52/9</p> <p><b>positive</b> [2] 30/15<br/>30/16</p> <p><b>possible</b> [4] 80/10<br/>80/12 114/4 114/5</p> <p><b>possibly</b> [2] 35/6<br/>114/16</p> <p><b>potential</b> [5] 31/25<br/>34/17 68/11 85/15<br/>96/22</p> <p><b>potentially</b> [3] 6/11<br/>86/2 96/17</p> <p><b>practices</b> [2] 72/4<br/>108/6</p> <p><b>preaching</b> [1] 45/4</p> <p><b>preclude</b> [2] 34/13<br/>47/11</p> <p><b>precluded</b> [1] 30/7</p> <p><b>predictability</b> [1]<br/>23/24</p> <p><b>preference</b> [1] 79/21</p> <p><b>premature</b> [1] 39/21</p> <p><b>prepare</b> [1] 114/18</p> <p><b>prepared</b> [2] 5/5 32/7</p> <p><b>prescriptive</b> [1] 110/7</p> <p><b>present</b> [12] 2/6 2/10<br/>2/12 2/14 2/16 2/19<br/>2/22 2/24 3/2 18/16<br/>18/20 114/1</p> <p><b>presentation</b> [7] 5/21<br/>7/13 15/20 72/24 75/16<br/>75/23 97/19</p> <p><b>presentations</b> [2] 15/5<br/>109/16</p> <p><b>presented</b> [9] 13/15<br/>16/4 18/16 26/1 26/12<br/>34/3 71/20 93/23 115/1</p> <p><b>preservation</b> [1] 99/14</p> <p><b>preserve</b> [3] 8/25<br/>10/23 12/6</p> <p><b>preserved</b> [1] 12/1</p> <p><b>pretty</b> [11] 8/19 16/25<br/>46/17 86/8 86/8 86/16<br/>86/18 86/22 87/2 87/25<br/>106/23</p> <p><b>prevent</b> [1] 70/22</p> <p><b>previous</b> [3] 42/6<br/>72/21 91/24</p> <p><b>previously</b> [1] 8/6</p> <p><b>primarily</b> [9] 7/6 36/23<br/>47/14 54/5 67/4 67/15<br/>70/8 80/22 97/22</p> <p><b>primary</b> [13] 30/2 30/2</p> | <p>36/20 38/15 38/18<br/>70/11 70/15 72/2 74/13<br/>78/16 78/21 78/21 97/4</p> <p><b>principal</b> [1] 4/22</p> <p><b>principle</b> [1] 83/4</p> <p><b>principles</b> [3] 109/4<br/>110/2 113/17</p> <p><b>prior</b> [5] 48/1 61/11<br/>75/12 75/13 107/17</p> <p><b>priorities</b> [5] 21/24<br/>99/14 108/8 110/5<br/>110/5</p> <p><b>prioritization</b> [1]<br/>113/20</p> <p><b>priority</b> [1] 99/13</p> <p><b>private</b> [3] 11/21 34/14<br/>79/5</p> <p><b>probably</b> [13] 17/11<br/>40/13 40/14 41/19<br/>45/17 87/3 111/22<br/>112/15 113/12 113/21<br/>113/24 114/1 114/10</p> <p><b>problem</b> [5] 30/5<br/>39/11 66/5 85/18<br/>101/18</p> <p><b>problems</b> [4] 66/21<br/>98/7 98/10 102/4</p> <p><b>proceed</b> [2] 5/17 21/13</p> <p><b>proceeding</b> [1] 22/8</p> <p><b>process</b> [10] 8/11 9/5<br/>21/25 25/13 35/24<br/>77/23 99/12 107/17<br/>109/25 110/9</p> <p><b>produces</b> [1] 99/16</p> <p><b>Professional</b> [1] 117/9</p> <p><b>profit</b> [1] 34/15</p> <p><b>prohibit</b> [1] 106/2</p> <p><b>project</b> [4] 32/5 54/24<br/>54/25 60/9</p> <p><b>projects</b> [7] 32/3 43/20<br/>43/20 55/5 55/12 61/7<br/>108/25</p> <p><b>promote</b> [4] 36/20<br/>38/3 39/2 70/12</p> <p><b>promoted</b> [1] 83/16</p> <p><b>promoting</b> [3] 72/1<br/>80/5 83/17</p> <p><b>properties</b> [17] 53/4<br/>61/19 69/22 85/10<br/>88/13 88/19 99/9 99/20<br/>99/25 101/2 101/11<br/>101/14 101/16 103/2<br/>105/12 106/20 106/25</p> <p><b>property</b> [29] 9/14<br/>31/23 33/23 34/10<br/>34/14 42/8 57/9 65/24<br/>67/3 74/10 82/10 83/22<br/>85/12 85/21 85/24 86/1<br/>86/14 87/16 87/18<br/>100/1 100/10 100/10<br/>101/2 101/8 102/17<br/>103/6 103/11 105/16<br/>106/19</p> <p><b>proposal</b> [1] 27/6</p> <p><b>proposals</b> [2] 13/16<br/>40/7</p> <p><b>propose</b> [1] 63/22</p> <p><b>proposed</b> [5] 9/18</p> | <p>32/4 56/5 67/18 99/11</p> <p><b>proposition</b> [2] 35/4<br/>35/21</p> <p><b>Protection</b> [1] 18/14</p> <p><b>provide</b> [8] 5/25 21/20<br/>23/24 69/10 69/24 78/6<br/>104/2 107/19</p> <p><b>provided</b> [4] 11/19<br/>68/17 79/4 80/20</p> <p><b>provides</b> [1] 15/10</p> <p><b>providing</b> [1] 34/11</p> <p><b>proximity</b> [1] 89/5</p> <p><b>Prudential</b> [4] 61/11<br/>61/15 61/17 61/22</p> <p><b>public</b> [46] 1/8 4/8<br/>4/23 5/1 7/11 25/13<br/>28/3 32/15 33/15 34/5<br/>34/11 34/11 37/1 37/21<br/>67/19 70/2 70/5 70/21<br/>71/8 72/1 73/15 73/16<br/>77/23 83/11 93/11<br/>93/20 96/24 97/10<br/>107/7 107/9 107/18<br/>110/12 110/18 113/8<br/>113/13 114/1 115/14<br/>115/16 115/17 115/19<br/>115/21 116/16 116/25<br/>117/2 117/13 117/15</p> <p><b>pull</b> [1] 63/24</p> <p><b>purchased</b> [2] 85/10<br/>85/13</p> <p><b>purchasing</b> [1] 85/20</p> <p><b>purpose</b> [2] 12/21<br/>107/19</p> <p><b>push</b> [1] 54/13</p> <p><b>pushed</b> [2] 63/5 66/14</p> <p><b>pushing</b> [2] 63/19<br/>64/12</p> <p><b>put</b> [12] 23/6 50/13<br/>55/3 55/3 84/18 90/22<br/>91/6 92/4 92/11 102/5<br/>106/15 106/15</p> <p><b>putting</b> [2] 37/13<br/>111/25</p> | <p><b>quickly</b> [4] 8/19 10/14<br/>14/4 112/16</p> <p><b>quite</b> [5] 13/1 41/19<br/>81/25 101/13 112/17</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p><b>Q</b></p> <p><b>qualitative</b> [3] 6/19<br/>96/2 96/2</p> <p><b>quality</b> [4] 11/16 38/24<br/>78/1 91/5</p> <p><b>question</b> [22] 13/25<br/>15/3 16/19 17/16 18/3<br/>24/8 26/21 27/20 32/11<br/>39/23 46/12 56/8 57/14<br/>59/17 61/5 62/21 72/13<br/>75/5 81/24 83/6 104/9<br/>114/24</p> <p><b>questions</b> [17] 5/12<br/>5/15 5/22 12/11 15/1<br/>17/7 21/11 26/18 39/7<br/>55/15 72/11 73/14<br/>81/22 81/22 104/5<br/>109/7 110/11</p> <p><b>questions on</b> [1]<br/>81/22</p> <p><b>Questover</b> [1] 74/1</p> <p><b>quick</b> [5] 22/7 57/14<br/>66/6 104/9 115/13</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p><b>R</b></p> <p><b>range</b> [1] 63/14</p> <p><b>ranging</b> [2] 9/19 25/8</p> <p><b>rare</b> [1] 103/22</p> <p><b>rate</b> [2] 52/6 52/13</p> <p><b>rather</b> [7] 41/9 42/1<br/>44/21 65/18 99/19<br/>104/16 112/5</p> <p><b>ratio</b> [1] 11/5</p> <p><b>rationale</b> [3] 15/11<br/>15/15 42/5</p> <p><b>ratios</b> [1] 8/22</p> <p><b>raw</b> [1] 58/21</p> <p><b>re</b> [1] 13/11</p> <p><b>re-platting</b> [1] 13/11</p> <p><b>reached</b> [1] 45/9</p> <p><b>reading</b> [2] 19/18 28/2</p> <p><b>ready</b> [2] 110/18<br/>115/21</p> <p><b>real</b> [5] 29/25 53/1<br/>53/3 99/7 99/8</p> <p><b>realistically</b> [1] 114/8</p> <p><b>really</b> [50] 5/23 10/3<br/>13/8 13/21 14/1 15/3<br/>22/2 22/20 24/15 24/15<br/>26/5 27/14 28/1 28/16<br/>29/6 29/24 32/6 32/9<br/>32/10 33/1 38/2 39/10<br/>39/11 47/16 52/9 54/10<br/>60/22 62/18 63/4 67/12<br/>68/8 69/4 70/3 76/21<br/>81/15 83/4 88/25 90/9<br/>90/13 91/7 93/10 95/8<br/>97/25 98/8 102/6<br/>103/21 107/19 109/16<br/>111/23 113/16</p> <p><b>realm</b> [1] 70/2</p> <p><b>rear</b> [8] 71/15 83/10<br/>102/3 103/12 105/16<br/>105/20 106/8 106/9</p> <p><b>reason</b> [5] 29/25 30/24<br/>32/8 60/16 69/15</p> <p><b>reasons</b> [2] 55/22<br/>64/17</p> <p><b>rebuild</b> [2] 13/12 84/4</p> <p><b>rec</b> [1] 20/16</p> <p><b>recall</b> [1] 34/21</p> <p><b>receive</b> [1] 106/11</p> <p><b>received</b> [1] 67/21</p> <p><b>receiving</b> [1] 54/24</p> <p><b>Recently</b> [1] 18/13</p> <p><b>recharge</b> [1] 11/20</p> <p><b>reclassified</b> [1] 7/20</p> <p><b>recognize</b> [1] 106/13</p> <p><b>recognized</b> [2] 67/7<br/>106/6</p> <p><b>recognizing</b> [1] 88/5</p> <p><b>recommend</b> [2] 78/17<br/>102/7</p> <p><b>recommendation</b> [9]<br/>10/17 14/19 39/17 44/5<br/>77/17 91/17 91/23 92/4<br/>94/21</p> |

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| <p><b>R</b></p> <p><b>recommendations [67]</b><br/>5/18 5/23 6/1 6/10 8/1<br/>9/15 10/11 12/2 12/5<br/>13/6 14/6 14/16 15/8<br/>16/2 16/5 17/8 21/1<br/>21/5 21/7 21/23 22/5<br/>22/9 22/19 23/6 23/9<br/>23/18 27/5 27/9 28/6<br/>29/4 36/14 36/19 37/8<br/>38/8 38/10 39/5 40/4<br/>67/3 67/12 67/17 70/10<br/>71/19 72/12 72/25 73/3<br/>73/4 73/12 74/20 75/6<br/>75/20 77/20 78/13<br/>79/19 79/23 80/23<br/>81/23 83/14 97/2<br/>107/14 108/2 108/5<br/>108/11 109/3 112/25<br/>113/7 113/7 113/20</p> <p><b>recommended [6]</b><br/>6/14 10/25 11/4 70/16<br/>70/19 88/22</p> <p><b>recommending [2]</b><br/>63/2 63/3</p> <p><b>recommends [4]</b><br/>11/18 11/24 38/12<br/>70/11</p> <p><b>record [7]</b> 17/25 74/23<br/>90/22 90/24 91/7 91/11<br/>107/6</p> <p><b>Recording [2]</b> 1/17 3/1</p> <p><b>recreation [1]</b> 113/6</p> <p><b>Recs [1]</b> 19/7</p> <p><b>rectangle [1]</b> 50/4</p> <p><b>red [1]</b> 26/6</p> <p><b>redevelop [3]</b> 100/10<br/>101/11 103/24</p> <p><b>redeveloping [1]</b> 30/8</p> <p><b>redevelopment [14]</b><br/>8/13 11/22 11/23 12/1<br/>13/10 33/14 33/22<br/>43/20 55/11 68/4 68/11<br/>93/5 101/16 103/2</p> <p><b>redevelopments [1]</b><br/>13/11</p> <p><b>redo [1]</b> 101/2</p> <p><b>redone [1]</b> 90/13</p> <p><b>reduce [1]</b> 72/2</p> <p><b>reduced [2]</b> 83/25<br/>117/14</p> <p><b>refer [2]</b> 20/11 89/2</p> <p><b>reference [3]</b> 53/19<br/>91/22 107/6</p> <p><b>references [1]</b> 19/24</p> <p><b>referring [1]</b> 90/1</p> <p><b>reflect [3]</b> 7/18 10/20<br/>116/7</p> <p><b>reflected [2]</b> 7/12 7/13</p> <p><b>reflecting [1]</b> 105/10</p> <p><b>reflective [1]</b> 72/14</p> <p><b>regard [2]</b> 32/3 101/21</p> <p><b>regarding [3]</b> 34/1<br/>34/8 41/2</p> <p><b>regional [1]</b> 21/20</p> <p><b>regionally [1]</b> 67/6</p> <p><b>regions [1]</b> 29/21</p> <p><b>Registered [1]</b> 117/9</p> | <p><b>regular [1]</b> 46/8</p> <p><b>regularity [1]</b> 23/24</p> <p><b>regulations [7]</b> 8/25<br/>11/14 13/2 23/7 47/17<br/>47/23 77/13</p> <p><b>regulatory [3]</b> 11/19<br/>13/23 27/9</p> <p><b>reiterate [3]</b> 34/6<br/>53/23 70/8</p> <p><b>relate [2]</b> 6/23 21/5</p> <p><b>related [1]</b> 56/22</p> <p><b>relates [1]</b> 22/21</p> <p><b>relation [1]</b> 14/24</p> <p><b>relationship [3]</b> 37/10<br/>71/3 83/2</p> <p><b>relative [1]</b> 13/25</p> <p><b>relatively [1]</b> 76/21</p> <p><b>remain [3]</b> 36/5 55/17<br/>56/2</p> <p><b>remaining [1]</b> 114/15</p> <p><b>remarks [2]</b> 15/6<br/>105/22</p> <p><b>remember [2]</b> 19/18<br/>58/8</p> <p><b>reminded [1]</b> 92/14</p> <p><b>reminder [1]</b> 4/25</p> <p><b>removed [1]</b> 24/20</p> <p><b>rents [5]</b> 58/20 63/10<br/>63/14 64/20 64/23</p> <p><b>replace [1]</b> 100/20</p> <p><b>replaced [1]</b> 11/7</p> <p><b>replicate [2]</b> 101/4<br/>101/9</p> <p><b>report [3]</b> 20/24 59/19<br/>115/8</p> <p><b>reported [1]</b> 117/12</p> <p><b>reporter [10]</b> 4/18<br/>17/22 19/5 49/16 52/20<br/>97/15 117/10 117/10<br/>117/11 117/12</p> <p><b>Reporting [1]</b> 1/21</p> <p><b>represent [3]</b> 6/20<br/>21/4 74/10</p> <p><b>request [1]</b> 5/6</p> <p><b>require [4]</b> 37/8<br/>101/19 101/19 115/14</p> <p><b>required [8]</b> 56/1<br/>77/11 83/18 83/24<br/>101/6 101/17 102/1<br/>102/19</p> <p><b>requirement [3]</b> 57/1<br/>100/23 101/22</p> <p><b>requirements [15]</b><br/>47/18 53/17 55/18<br/>71/25 77/14 80/1 80/2<br/>83/17 83/23 83/25 85/3<br/>87/8 91/5 96/12 100/14</p> <p><b>requires [1]</b> 47/24</p> <p><b>requiring [2]</b> 37/1<br/>37/20</p> <p><b>research [1]</b> 107/24</p> <p><b>resemble [1]</b> 48/10</p> <p><b>residences [4]</b> 69/9<br/>99/21 101/15 101/17</p> <p><b>resident [1]</b> 99/2</p> <p><b>residential [41]</b> 6/25<br/>7/1 8/18 8/21 9/15 9/18<br/>10/9 10/10 10/17 11/4</p> | <p>12/3 12/12 15/8 16/1<br/>16/5 17/7 17/17 18/18<br/>19/17 19/20 27/21<br/>28/23 54/5 55/20 67/22<br/>68/5 68/8 71/13 71/18<br/>78/7 80/8 81/2 81/3<br/>82/6 85/1 87/11 87/16<br/>88/9 88/13 97/22<br/>101/13</p> <p><b>residents [6]</b> 67/9 74/2<br/>104/14 105/5 108/9<br/>110/6</p> <p><b>resolution [1]</b> 114/18</p> <p><b>respected [1]</b> 61/21</p> <p><b>responded [3]</b> 3/16<br/>4/2 116/23</p> <p><b>response [1]</b> 18/5</p> <p><b>rest [5]</b> 54/4 111/24<br/>112/12 112/12 114/9</p> <p><b>restaurant [6]</b> 56/19<br/>56/19 60/16 60/23<br/>103/10 103/15</p> <p><b>restaurants [10]</b> 60/17<br/>60/17 60/18 61/1 62/10<br/>77/1 102/21 103/10<br/>103/19 104/2</p> <p><b>restrict [1]</b> 63/19</p> <p><b>restricted [1]</b> 38/16</p> <p><b>restriction [1]</b> 79/20</p> <p><b>restrictions [1]</b> 42/13</p> <p><b>restrictive [7]</b> 37/13<br/>75/21 77/13 79/19<br/>83/23 85/2 85/3</p> <p><b>result [1]</b> 12/8</p> <p><b>resume [1]</b> 3/4</p> <p><b>retail [22]</b> 25/18 31/3<br/>56/15 56/17 63/11<br/>64/24 65/25 67/8 68/21<br/>76/25 77/24 86/15 99/9<br/>102/9 102/10 102/11<br/>102/16 102/19 102/24<br/>103/9 105/13 105/18</p> <p><b>retailer [2]</b> 102/25<br/>105/9</p> <p><b>retailers [11]</b> 44/13<br/>44/17 56/16 62/11<br/>64/24 65/1 66/13<br/>102/23 102/25 104/12<br/>104/18</p> <p><b>revenue [2]</b> 99/16<br/>99/19</p> <p><b>reviewed [1]</b> 99/11</p> <p><b>reviewing [1]</b> 68/6</p> <p><b>revised [2]</b> 7/10 34/4</p> <p><b>revision [3]</b> 25/25<br/>67/19 68/13</p> <p><b>revisions [4]</b> 5/6 5/6<br/>5/13 82/16</p> <p><b>reword [1]</b> 41/19</p> <p><b>rhetorical [2]</b> 39/23<br/>65/10</p> <p><b>rich [1]</b> 21/16</p> <p><b>Richmond [1]</b> 25/15</p> <p><b>right [56]</b> 3/17 4/1<br/>15/13 15/25 16/9 16/18<br/>18/8 20/23 27/24 28/8<br/>29/22 30/25 40/14 41/1<br/>41/16 41/17 42/19 43/6</p> | <p>44/13 46/18 47/7 50/25<br/>51/19 52/10 52/10<br/>53/12 55/17 55/20 56/5<br/>56/7 56/15 57/24 59/23<br/>60/10 65/20 66/25 69/6<br/>69/12 73/5 73/5 75/15<br/>76/7 76/10 82/12 82/17<br/>83/12 85/14 87/8 87/13<br/>94/15 96/24 97/11<br/>104/21 105/1 107/10<br/>116/14</p> <p><b>right-of-way [1]</b> 18/8</p> <p><b>rights [1]</b> 106/20</p> <p><b>rigid [1]</b> 82/19</p> <p><b>ring [2]</b> 53/25 54/1</p> <p><b>ringed [1]</b> 65/14</p> <p><b>road [18]</b> 1/3 18/8 26/7<br/>26/7 26/17 26/24 26/24<br/>27/17 28/15 30/17 47/1<br/>51/8 64/20 66/1 76/22<br/>77/25 88/20 90/10</p> <p><b>roadway [1]</b> 48/21</p> <p><b>roll [1]</b> 2/4</p> <p><b>roofing [2]</b> 72/6 72/14</p> <p><b>roofs [3]</b> 72/7 90/20<br/>91/1</p> <p><b>rooftops [2]</b> 60/4<br/>60/11</p> <p><b>room [7]</b> 18/10 18/11<br/>82/5 87/13 94/13<br/>109/11 110/14</p> <p><b>Rosa [2]</b> 58/10 58/12</p> <p><b>roughly [1]</b> 76/22</p> <p><b>Rovak [7]</b> 1/14 2/11<br/>39/9 40/10 45/2 90/15<br/>116/18</p> <p><b>Rovak's [1]</b> 74/19</p> <p><b>RPR [3]</b> 1/22 117/18<br/>117/19</p> <p><b>rule [2]</b> 104/16 104/24</p> <p><b>rumor [1]</b> 59/9</p> <p><b>running [2]</b> 14/4 23/3</p> <p><b>runoff [3]</b> 9/13 11/10<br/>11/16</p> <p><b>rush [1]</b> 116/1</p> <p><b>S</b></p> <p><b>sac [1]</b> 19/10</p> <p><b>sacs [1]</b> 19/15</p> <p><b>said [6]</b> 68/18 70/7<br/>70/19 74/1 90/19 98/12</p> <p><b>salons [2]</b> 56/18 56/18</p> <p><b>same [11]</b> 40/25 43/7<br/>71/20 77/20 84/7 93/19<br/>94/12 103/14 105/2<br/>107/1 107/3</p> <p><b>satisfy [1]</b> 57/10</p> <p><b>save [1]</b> 41/20</p> <p><b>saw [1]</b> 42/20</p> <p><b>say [26]</b> 15/17 18/21<br/>19/20 35/15 42/13 43/3<br/>43/7 43/23 45/7 52/24<br/>53/8 60/9 62/16 63/18<br/>64/2 73/23 74/7 82/19<br/>84/21 87/3 88/17 90/17<br/>91/11 98/11 103/8<br/>113/11</p> <p><b>saying [2]</b> 50/9 52/10</p> | <p><b>says [5]</b> 20/9 28/22<br/>76/5 88/12 98/1</p> <p><b>scale [8]</b> 59/10 62/14<br/>62/17 63/23 76/25<br/>77/10 84/25 108/25</p> <p><b>scenarios [3]</b> 33/25<br/>34/17 34/23</p> <p><b>Schaberg [1]</b> 73/20</p> <p><b>School [1]</b> 87/24</p> <p><b>Schuh [2]</b> 1/15 2/15</p> <p><b>science [4]</b> 109/2<br/>109/2 109/16 110/19</p> <p><b>Sciences [9]</b> 8/12<br/>76/23 89/6 107/13<br/>107/15 107/21 108/10<br/>109/5 110/19</p> <p><b>scope [1]</b> 82/14</p> <p><b>scratch [1]</b> 59/1</p> <p><b>second [11]</b> 3/10 3/25<br/>24/6 61/4 78/2 79/5<br/>81/16 81/18 93/15<br/>116/19 116/20</p> <p><b>secondary [9]</b> 38/6<br/>71/11 71/14 74/13<br/>79/11 79/15 81/12<br/>93/15 97/4</p> <p><b>Secretary [2]</b> 1/17 3/1</p> <p><b>section [20]</b> 19/24<br/>20/6 20/7 20/15 20/16<br/>22/24 30/10 49/25 50/1<br/>64/21 67/1 67/4 67/21<br/>73/14 73/17 75/3 75/7<br/>83/22 84/24 97/10</p> <p><b>sections [3]</b> 7/18<br/>12/14 95/13</p> <p><b>security [1]</b> 102/6</p> <p><b>see [36]</b> 15/16 15/19<br/>20/14 23/1 25/16 26/17<br/>30/24 42/22 45/22<br/>46/10 50/9 56/3 56/10<br/>57/4 57/7 65/1 67/14<br/>67/24 74/16 75/10<br/>80/16 93/4 93/4 96/21<br/>100/18 101/7 102/21<br/>102/21 102/22 102/23<br/>103/6 104/18 104/19<br/>104/21 105/13 116/14</p> <p><b>seeing [3]</b> 100/5 103/9<br/>103/9</p> <p><b>seek [2]</b> 80/24 112/12</p> <p><b>seeks [1]</b> 32/22</p> <p><b>seem [2]</b> 27/23 106/25</p> <p><b>seems [9]</b> 29/18 35/13<br/>40/5 48/12 50/6 50/16<br/>59/20 83/9 87/2</p> <p><b>seen [6]</b> 15/24 39/18<br/>42/17 74/11 100/6<br/>103/10</p> <p><b>sees [1]</b> 104/1</p> <p><b>segue [1]</b> 15/11</p> <p><b>sell [1]</b> 87/19</p> <p><b>selling [3]</b> 53/3 54/23<br/>61/21</p> <p><b>sense [14]</b> 8/14 17/11<br/>27/16 29/19 33/21<br/>35/19 44/20 53/14 55/1<br/>55/23 60/9 60/21 69/17<br/>96/15</p> |
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| <p><b>sentiment</b> [1] 30/13</p> <p><b>separate</b> [5] 7/18 8/11 36/5 86/17 93/18</p> <p><b>separately</b> [2] 10/20 46/20</p> <p><b>series</b> [2] 10/10 12/2</p> <p><b>serve</b> [5] 6/10 6/11 13/15 21/21 33/16</p> <p><b>served</b> [1] 67/15</p> <p><b>serves</b> [2] 83/19 91/4</p> <p><b>service</b> [4] 23/10 79/13 103/18 105/19</p> <p><b>services</b> [4] 1/21 67/8 76/25 103/24</p> <p><b>serving</b> [1] 60/21</p> <p><b>set</b> [10] 21/1 34/23 34/23 35/5 39/5 64/19 78/3 81/1 82/9 110/4</p> <p><b>setback</b> [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</p> <p><b>setbacks</b> [5] 23/9 36/22 70/13 78/19 101/18</p> <p><b>several</b> [2] 93/23 95/21</p> <p><b>shall</b> [1] 76/8</p> <p><b>shallow</b> [2] 77/8 99/24</p> <p><b>shame</b> [1] 18/15</p> <p><b>share</b> [2] 58/1 97/24</p> <p><b>shared</b> [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</p> <p><b>sharing</b> [2] 23/16 83/7</p> <p><b>shoe</b> [1] 102/12</p> <p><b>shoemaker</b> [1] 104/20</p> <p><b>shop</b> [5] 54/12 56/16 102/12 102/13 103/21</p> <p><b>shopped</b> [1] 46/4</p> <p><b>shopping</b> [5] 46/9 52/23 53/17 100/3 100/16</p> <p><b>short</b> [3] 76/21 98/4 111/7</p> <p><b>Shorthand</b> [1] 117/11</p> <p><b>shot</b> [1] 62/2</p> <p><b>should</b> [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</p> <p><b>shouldn't</b> [2] 20/5 40/24</p> <p><b>show</b> [6] 21/9 42/24 45/9 55/6 78/14 105/15</p> <p><b>shown</b> [2] 31/13 69/15</p> <p><b>side</b> [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</p> | <p><b>sided</b> [1] 30/3</p> <p><b>sides</b> [2] 18/10 78/24</p> <p><b>sidewalk</b> [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</p> <p><b>sidewalks</b> [2] 12/15 38/1</p> <p><b>sign</b> [4] 41/14 41/16 75/6 76/6</p> <p><b>signage</b> [6] 38/10 40/4 71/19 75/20 79/19 97/2</p> <p><b>significant</b> [8] 25/25 42/7 50/24 54/24 55/9 60/22 61/23 66/16</p> <p><b>significantly</b> [1] 8/23</p> <p><b>signs</b> [9] 38/12 38/14 38/16 41/8 74/12 74/17 76/14 79/20 79/21</p> <p><b>Silverman</b> [3] 1/14 2/13 94/10</p> <p><b>similar</b> [5] 16/25 27/23 42/12 42/13 71/3</p> <p><b>simplicity</b> [1] 66/5</p> <p><b>simply</b> [1] 110/8</p> <p><b>simultaneously</b> [1] 84/11</p> <p><b>since</b> [5] 7/11 26/14 34/4 35/2 67/19</p> <p><b>single</b> [9] 7/15 8/8 10/5 11/23 29/8 69/9 87/23 87/25 108/25</p> <p><b>single-family</b> [2] 10/5 69/9</p> <p><b>single-lot</b> [2] 87/23 87/25</p> <p><b>sir</b> [2] 62/22 62/25</p> <p><b>site</b> [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</p> <p><b>sites</b> [7] 12/1 14/12 14/13 66/19 72/2 73/10 87/3</p> <p><b>sits</b> [1] 58/23</p> <p><b>sitting</b> [1] 103/16</p> <p><b>situation</b> [7] 29/6 35/25 57/23 87/15 94/12 101/12 111/19</p> <p><b>situations</b> [2] 43/4 58/1</p> <p><b>six</b> [5] 29/5 37/12 46/17 55/19 57/2</p> <p><b>six-story</b> [2] 55/19 57/2</p> <p><b>sixty</b> [1] 100/6</p> <p><b>size</b> [3] 85/12 100/22 101/9</p> <p><b>sizes</b> [1] 81/25</p> <p><b>slide</b> [2] 20/22 76/3</p> <p><b>slides</b> [2] 21/3 21/10</p> <p><b>slightly</b> [2] 51/3 51/21</p> <p><b>slot</b> [1] 60/22</p> <p><b>small</b> [10] 14/3 15/4</p> | <p>31/2 56/16 76/25 77/8 82/4 84/25 102/25 109/1</p> <p><b>small-scale</b> [1] 76/25</p> <p><b>smaller</b> [4] 7/25 9/24 28/14 84/5</p> <p><b>smallest</b> [1] 10/5</p> <p><b>smart</b> [1] 98/17</p> <p><b>so</b> [222]</p> <p><b>society</b> [1] 66/6</p> <p><b>soft</b> [1] 102/22</p> <p><b>sold</b> [3] 53/3 55/1 61/10</p> <p><b>solution</b> [1] 64/13</p> <p><b>some</b> [129]</p> <p><b>somebody</b> [2] 85/13 98/5</p> <p><b>somehow</b> [1] 49/25</p> <p><b>someone</b> [1] 84/3</p> <p><b>someplace</b> [1] 44/21</p> <p><b>something</b> [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</p> <p><b>Something's</b> [1] 76/1</p> <p><b>sometimes</b> [4] 8/23 9/13 20/6 80/22</p> <p><b>somewhat</b> [4] 25/10 32/20 69/24 107/17</p> <p><b>somewhere</b> [1] 97/1</p> <p><b>sorry</b> [9] 3/8 16/22 17/14 51/15 61/4 71/1 73/5 76/15 110/24</p> <p><b>sort</b> [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</p> <p><b>Sort of</b> [1] 25/1</p> <p><b>sounded</b> [1] 91/24</p> <p><b>south</b> [8] 23/3 26/9 51/11 51/17 51/18 84/12 87/24 101/14</p> <p><b>southwest</b> [1] 100/2</p> <p><b>space</b> [7] 9/23 11/25 70/21 86/19 93/17 100/23 113/6</p> <p><b>spaces</b> [1] 83/24</p> <p><b>speak</b> [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</p> <p><b>speaker</b> [2] 4/12 49/7</p> <p><b>speakers</b> [1] 4/17</p> <p><b>speaking</b> [6] 6/20 25/5 64/3 64/10 74/9 110/22</p> <p><b>speaks</b> [4] 36/2 60/5 95/2 95/24</p> <p><b>spearhead</b> [1] 32/6</p> | <p><b>special</b> [1] 7/3</p> <p><b>specialize</b> [1] 109/1</p> <p><b>specialized</b> [1] 105/21</p> <p><b>specialty</b> [1] 104/13</p> <p><b>specific</b> [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</p> <p><b>specifically</b> [9] 12/5 16/1 25/6 64/3 64/9 96/8 96/18 100/1 110/10</p> <p><b>specificity</b> [2] 39/25 71/21</p> <p><b>specifics</b> [6] 12/4 13/19 23/17 41/10 47/4 82/13</p> <p><b>spend</b> [2] 57/3 62/13</p> <p><b>split</b> [3] 7/17 69/18 80/21</p> <p><b>Spoede</b> [1] 76/22</p> <p><b>spoke</b> [2] 88/24 93/21</p> <p><b>spoken</b> [1] 39/14</p> <p><b>spot</b> [2] 83/8 107/2</p> <p><b>Sprouts</b> [1] 104/21</p> <p><b>square</b> [4] 99/9 100/3 100/16 100/20</p> <p><b>SS</b> [1] 117/6</p> <p><b>St</b> [2] 1/23 117/7</p> <p><b>St.</b> [4] 43/16 46/5 73/22 85/13</p> <p><b>St. Louis</b> [4] 43/16 46/5 73/22 85/13</p> <p><b>staff</b> [6] 40/4 42/11 42/23 68/6 90/23 114/17</p> <p><b>staff's</b> [1] 74/8</p> <p><b>stand</b> [1] 4/16</p> <p><b>standard</b> [2] 73/7 83/2</p> <p><b>standards</b> [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</p> <p><b>standpoint</b> [1] 31/11</p> <p><b>standpoints</b> [1] 78/7</p> <p><b>start</b> [3] 2/4 17/24 111/25</p> <p><b>started</b> [1] 100/5</p> <p><b>starting</b> [3] 8/18 58/21 58/24</p> <p><b>state</b> [5] 33/7 46/19 47/10 103/20 117/5</p> <p><b>statement</b> [5] 24/13 24/19 34/8 34/13 76/20</p> <p><b>states</b> [1] 34/9</p> <p><b>station</b> [6] 25/14 35/12 53/18 53/24 54/2 55/20</p> <p><b>statistics</b> [2] 53/22 54/17</p> <p><b>status</b> [1] 47/9</p> <p><b>stay</b> [2] 19/13 20/4</p> <p><b>stays</b> [1] 69/7</p> | <p><b>steer</b> [1] 32/4</p> <p><b>stenographical</b> 117/13</p> <p><b>step</b> [1] 13/21</p> <p><b>Stern</b> [2] 99/1 104/6</p> <p><b>Steve</b> [1] 64/15</p> <p><b>still</b> [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</p> <p><b>stopped</b> [1] 55/2</p> <p><b>storage</b> [1] 102/5</p> <p><b>store</b> [6] 62/1 102/4 102/11 102/12 103/21 104/22</p> <p><b>storefront</b> [4] 28/17 37/9 79/6 79/6</p> <p><b>storefront-type</b> [1] 28/17</p> <p><b>stores</b> [5] 31/3 66/8 102/1 102/23 104/19</p> <p><b>stories</b> [2] 29/5 37/12</p> <p><b>stormwater</b> [6] 9/13 11/10 11/12 11/20 72/7 91/1</p> <p><b>story</b> [3] 54/21 55/19 57/2</p> <p><b>straightforward</b> [1] 113/4</p> <p><b>strategy</b> [6] 8/4 26/13 88/15 88/18 88/18 88/22</p> <p><b>street</b> [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</p> <p><b>Street-type</b> [2] 33/3 48/14</p> <p><b>streetlights</b> [1] 95/3</p> <p><b>streets</b> [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</p> <p><b>streetscape</b> [1] 6/22</p> <p><b>streetscapes</b> [1] 28/2</p> <p><b>stretch</b> [1] 76/21</p> <p><b>strip</b> [4] 31/2 90/12 96/19 100/16</p> <p><b>stroller</b> [1] 54/13</p> <p><b>strong</b> [2] 59/19 99/15</p> <p><b>strongly</b> [2] 36/4 42/6</p> <p><b>structured</b> [3] 15/19 65/12 65/18</p> <p><b>structures</b> [1] 37/19</p> <p><b>struggles</b> [1] 64/16</p> |

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| <p><b>S</b></p> <p><b>stuck</b> [1] 63/25</p> <p><b>studies</b> [3] 32/19<br/>33/19 60/13</p> <p><b>Studios</b> [1] 4/23</p> <p><b>Studt</b> [1] 30/6</p> <p><b>study</b> [2] 19/19 44/19</p> <p><b>stuff</b> [1] 87/13</p> <p><b>Stutte</b> [2] 1/17 3/1</p> <p><b>subdivision</b> [1] 13/11</p> <p><b>subdivisions</b> [2] 11/24<br/>19/17</p> <p><b>Subdivisions'</b> [1] 74/1</p> <p><b>subject</b> [5] 11/22 12/1<br/>13/1 29/11 39/8</p> <p><b>submitted</b> [1] 53/21</p> <p><b>subsection</b> [1] 16/6</p> <p><b>subsequent</b> [1] 47/6</p> <p><b>subset</b> [2] 26/5 33/11</p> <p><b>substantially</b> [1] 56/4</p> <p><b>suburban</b> [7] 8/7 10/2<br/>10/6 25/10 44/18 68/7<br/>69/7</p> <p><b>suburban-type</b> [1]<br/>44/18</p> <p><b>success</b> [2] 58/20<br/>59/5</p> <p><b>successful</b> [7] 42/16<br/>42/25 55/6 55/7 56/22<br/>60/18 106/21</p> <p><b>succinct</b> [1] 16/14</p> <p><b>such</b> [5] 12/8 12/15<br/>41/14 57/6 74/20</p> <p><b>sudden</b> [1] 98/4</p> <p><b>suddenly</b> [1] 86/1</p> <p><b>suggest</b> [3] 68/25 96/6<br/>96/22</p> <p><b>suggested</b> [1] 44/19</p> <p><b>suggesting</b> [1] 84/17</p> <p><b>suggestion</b> [1] 74/11</p> <p><b>suggests</b> [1] 95/5</p> <p><b>suitable</b> [1] 85/6</p> <p><b>Suite</b> [1] 73/21</p> <p><b>suited</b> [1] 85/4</p> <p><b>summarized</b> [1] 16/3</p> <p><b>summarizing</b> [1] 24/9</p> <p><b>support</b> [10] 25/20<br/>31/4 45/8 53/10 53/11<br/>60/2 62/19 83/1 107/20<br/>108/2</p> <p><b>supported</b> [1] 25/18</p> <p><b>supportive</b> [1] 41/25</p> <p><b>supposed</b> [1] 93/12</p> <p><b>sure</b> [29] 12/13 12/20<br/>13/17 14/14 15/22<br/>16/11 19/13 20/2 35/22<br/>36/11 39/19 40/1 41/21<br/>43/9 45/8 45/13 45/14<br/>50/3 56/9 57/15 80/9<br/>89/3 92/3 92/12 96/7<br/>96/7 96/13 112/17<br/>114/7</p> <p><b>surface</b> [4] 38/25 39/1<br/>65/16 70/20</p> <p><b>surrounded</b> [1] 21/17</p> <p><b>surrounding</b> [1] 21/18</p> <p><b>sustainability</b> [3] 72/4<br/>108/6 108/20</p> | <p><b>sustainable</b> [1] 107/23</p> <p><b>swallowed</b> [1] 15/21</p> <p><b>sworn</b> [16] 4/12 4/17<br/>17/13 17/20 17/21 19/1<br/>19/2 19/4 49/12 49/15<br/>52/18 52/19 73/18<br/>97/12 97/14 99/3</p> <p><b>synergies</b> [1] 62/7</p> <p><b>synergy</b> [3] 59/3 59/13<br/>59/13</p> <p><b>system</b> [3] 6/4 51/8<br/>84/10</p> <p><b>Systems</b> [1] 113/5</p> <p><b>T</b></p> <p><b>table</b> [1] 87/19</p> <p><b>take</b> [15] 5/21 20/18<br/>29/1 32/1 34/18 38/8<br/>44/5 55/13 58/25 59/9<br/>96/6 99/19 103/3 110/1<br/>111/7</p> <p><b>takeaway</b> [1] 108/4</p> <p><b>taken</b> [2] 97/7 101/18</p> <p><b>takes</b> [1] 98/14</p> <p><b>taking</b> [6] 35/14 82/8<br/>90/12 116/1 116/5<br/>116/6</p> <p><b>talk</b> [13] 6/6 8/16 8/16<br/>17/10 17/11 35/18<br/>36/13 52/11 64/3 85/16<br/>111/8 113/17 116/10</p> <p><b>talked</b> [7] 19/11 41/8<br/>56/12 56/25 101/1<br/>102/10 115/1</p> <p><b>talking</b> [17] 14/10<br/>14/16 31/12 40/17<br/>44/24 55/19 86/7 86/10<br/>86/22 87/21 89/3 89/6<br/>91/25 93/16 93/22<br/>104/11 104/23</p> <p><b>talks</b> [1] 20/2</p> <p><b>target</b> [1] 103/1</p> <p><b>tax</b> [6] 54/25 55/9<br/>57/10 57/22 57/22<br/>61/24</p> <p><b>tear</b> [1] 58/24</p> <p><b>teardown</b> [3] 9/5<br/>13/12 84/3</p> <p><b>teardowns</b> [2] 9/11<br/>10/2</p> <p><b>technical</b> [1] 91/2</p> <p><b>tell</b> [5] 35/21 53/6 53/7<br/>55/8 64/11</p> <p><b>ten</b> [2] 102/16 113/25</p> <p><b>tenant</b> [2] 103/6 105/9</p> <p><b>tenants</b> [13] 38/17<br/>39/16 41/10 56/22<br/>64/17 66/2 74/18 98/10<br/>102/16 103/9 103/23<br/>105/13 105/18</p> <p><b>tend</b> [3] 30/12 73/10<br/>78/6</p> <p><b>term</b> [1] 48/13</p> <p><b>terms</b> [37] 11/10 12/25<br/>13/19 14/6 14/16 32/21<br/>35/16 40/7 41/8 43/12<br/>43/24 44/12 48/5 48/6<br/>48/10 59/16 59/18</p> | <p>60/13 70/10 71/22<br/>78/16 79/11 79/25<br/>80/17 81/4 83/24 84/8<br/>85/20 86/14 87/21<br/>87/23 88/17 88/25<br/>89/11 89/16 96/3<br/>102/12</p> <p><b>tested</b> [2] 45/23 57/19</p> <p><b>testimony</b> [2] 18/3<br/>18/19</p> <p><b>text</b> [1] 76/3</p> <p><b>than</b> [24] 4/5 8/23<br/>11/13 11/15 11/17<br/>13/25 15/23 39/18 41/9<br/>42/1 44/21 53/25 57/22<br/>59/22 63/4 63/21 63/23<br/>63/23 65/18 84/5 94/5<br/>96/23 104/16 105/18</p> <p><b>thank</b> [37] 4/19 4/20<br/>16/21 16/23 18/22<br/>18/23 18/23 20/18 46/1<br/>49/2 52/15 52/16 57/12<br/>57/13 62/20 65/6 65/7<br/>66/22 66/24 73/23 74/7<br/>74/24 74/25 75/1 75/25<br/>86/3 91/14 91/15 96/25<br/>98/23 98/24 98/25<br/>104/7 104/8 105/24<br/>107/12 110/15</p> <p><b>thanks</b> [3] 29/10 34/20<br/>66/23</p> <p><b>that</b> [658]</p> <p><b>that -- that</b> [1] 29/25</p> <p><b>that point</b> [1] 20/18</p> <p><b>that'll</b> [3] 35/21 116/25<br/>116/25</p> <p><b>that's</b> [82] 4/8 6/15 8/2<br/>9/5 13/20 14/4 14/25<br/>16/3 16/4 16/15 18/5<br/>29/17 30/6 31/14 31/20<br/>31/21 32/15 35/15 36/2<br/>39/22 40/1 40/2 41/12<br/>42/20 43/23 44/5 44/5<br/>44/10 44/11 44/19<br/>44/24 45/22 49/20<br/>49/20 51/3 54/14 54/14<br/>54/17 57/6 57/25 58/8<br/>58/13 60/24 61/2 61/2<br/>61/15 62/1 69/4 69/8<br/>69/17 77/12 78/3 83/13<br/>84/6 85/18 86/8 87/5<br/>87/20 87/20 87/21<br/>88/14 88/18 89/10<br/>90/11 90/24 92/22<br/>93/16 93/17 93/19<br/>93/20 93/24 94/16<br/>102/11 103/15 104/24<br/>106/3 107/21 111/1<br/>112/7 112/20 113/24<br/>116/2</p> <p><b>the 21st</b> [1] 116/12</p> <p><b>the report</b> [1] 20/24</p> <p><b>their</b> [20] 18/19 23/19<br/>23/20 42/18 54/13<br/>54/19 56/13 62/13 65/3<br/>74/17 80/9 83/8 98/22<br/>100/10 101/2 105/17<br/>109/24 110/2 110/2</p> | <p>110/7</p> <p><b>them</b> [16] 3/21 14/8<br/>14/22 32/4 41/19 43/16<br/>45/21 45/24 65/16<br/>88/14 88/19 89/16<br/>90/20 98/20 98/21<br/>101/10</p> <p><b>themselves</b> [1] 38/16</p> <p><b>then</b> [50] 5/17 7/4 10/6<br/>14/2 17/19 22/17 26/9<br/>26/14 31/16 32/25<br/>38/20 50/11 50/13 51/1<br/>51/3 51/17 51/18 51/21<br/>66/8 68/22 68/22 71/8<br/>71/22 72/3 78/14 79/11<br/>80/6 81/4 85/11 85/25<br/>86/23 87/11 88/2 88/8<br/>92/21 92/21 94/12<br/>94/12 94/22 98/4<br/>104/24 113/5 113/9<br/>113/17 114/11 114/15<br/>114/16 116/2 116/10<br/>116/14</p> <p><b>then south</b> [1] 51/18</p> <p><b>there</b> [112] 6/24 6/25<br/>7/2 7/4 9/1 9/4 9/6 9/6<br/>10/25 11/18 11/20<br/>11/25 12/11 13/13<br/>14/23 15/6 17/6 17/9<br/>18/11 20/1 20/7 20/23<br/>21/11 22/11 22/17<br/>24/15 24/21 25/7 25/23<br/>25/25 30/18 30/25 31/3<br/>31/4 35/4 35/12 38/6<br/>43/4 44/8 44/23 47/12<br/>49/21 49/24 50/15 52/7<br/>52/11 54/12 54/14<br/>55/21 58/25 59/14<br/>59/24 61/24 62/11<br/>62/12 62/24 63/24<br/>64/24 66/2 66/3 66/25<br/>67/18 68/3 69/13 69/21<br/>71/12 73/16 75/2 76/4<br/>78/17 78/18 78/20 79/1<br/>80/3 80/16 81/5 82/19<br/>82/25 82/25 83/15 84/2<br/>84/8 84/21 84/21 85/10<br/>85/19 85/19 86/25 88/6<br/>88/7 88/14 89/8 89/13<br/>90/9 90/11 92/11 95/2<br/>96/16 100/9 102/15<br/>102/16 103/10 103/10<br/>103/17 103/19 103/19<br/>104/10 105/5 106/6<br/>106/6 107/6 109/7</p> <p><b>there's</b> [59] 9/2 20/2<br/>22/12 26/14 27/1 31/1<br/>31/1 31/3 31/5 31/6<br/>31/24 32/12 43/10 44/7<br/>45/23 49/8 58/13 58/14<br/>59/3 61/8 62/7 62/9<br/>62/10 62/10 62/12<br/>62/18 63/16 64/17<br/>64/17 64/22 64/25 66/4<br/>66/13 66/20 68/10 71/4<br/>76/4 76/16 77/9 81/25<br/>84/2 86/25 86/25 88/13<br/>88/19 89/22 89/22 91/2</p> | <p>99/22 100/8 100/21<br/>100/25 102/5</p> <p><b>therefore</b> [1] 77/9</p> <p><b>these</b> [77] 5/25 6/4 6/6<br/>6/20 7/8 9/25 10/4<br/>10/19 12/2 13/5 14/5<br/>14/12 14/13 14/15<br/>16/10 17/11 19/15 21/3<br/>21/10 21/23 22/20<br/>23/11 23/17 23/17<br/>25/24 27/10 28/12 34/3<br/>34/3 35/6 35/19 36/5<br/>37/15 38/24 43/12<br/>43/19 44/9 44/17 45/20<br/>45/22 47/19 48/25<br/>50/21 54/22 55/5 55/8<br/>67/11 67/12 67/15<br/>67/15 71/10 72/9 73/10<br/>77/8 77/18 77/23 78/5<br/>78/8 79/7 80/12 80/23<br/>81/20 83/14 84/1 86/19<br/>87/10 90/12 92/8 92/19<br/>97/1 97/24 98/13<br/>101/13 108/3 108/11<br/>109/3 115/17</p> <p><b>they</b> [56] 5/13 6/9 6/13<br/>6/23 10/15 13/19 14/23<br/>14/23 18/14 21/5 22/1<br/>23/4 27/23 28/25 35/3<br/>36/14 42/17 42/19<br/>42/20 42/20 43/18<br/>44/20 44/20 44/25<br/>45/10 49/25 54/12<br/>54/25 55/3 57/9 57/10<br/>61/18 64/25 65/1 65/1<br/>65/4 65/5 65/24 65/24<br/>71/2 73/10 74/4 74/16<br/>75/12 77/15 78/2 78/3<br/>80/15 82/3 89/20 91/5<br/>100/22 101/9 103/25<br/>109/16 109/17</p> <p><b>they can</b> [1] 49/25</p> <p><b>they'll</b> [1] 65/2</p> <p><b>they're</b> [29] 10/15 14/8<br/>14/14 37/24 41/15<br/>41/15 43/19 43/20<br/>43/21 43/21 44/14<br/>44/16 44/17 45/1 45/14<br/>48/3 50/17 51/5 51/5<br/>54/13 56/22 65/2 65/5<br/>66/16 66/18 75/8 77/8<br/>79/24 109/19</p> <p><b>they've</b> [1] 90/13</p> <p><b>thing</b> [10] 42/14 43/7<br/>55/16 66/10 69/12<br/>98/11 107/1 107/3<br/>115/13 116/1</p> <p><b>things</b> [29] 13/20<br/>14/15 27/10 31/5 36/5<br/>47/18 50/16 51/8 52/12<br/>52/24 57/6 62/8 66/4<br/>66/13 76/14 77/14<br/>80/12 83/25 85/1 89/13<br/>94/13 96/4 99/22 104/1<br/>104/13 104/13 105/6<br/>111/7 116/9</p> |
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| <p><b>T</b></p> <p><b>think [93]</b> 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</p> <p><b>thinking [7]</b> 20/12 46/13 46/20 51/6 51/7 51/10 51/15</p> <p><b>thinking in [1]</b> 20/12</p> <p><b>thirty [4]</b> 53/1 53/2 102/18 113/12</p> <p><b>thirty-year [1]</b> 53/2</p> <p><b>this [158]</b></p> <p><b>thoroughfare [2]</b> 48/11 48/17</p> <p><b>thoroughfares [1]</b> 23/23</p> <p><b>those [80]</b> 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</p> <p><b>though [1]</b> 73/25</p> <p><b>thought [7]</b> 35/24 49/21 52/14 69/4 74/15 111/13 115/4</p> <p><b>thoughts [2]</b> 27/18</p> | <p>115/24</p> <p><b>three [5]</b> 19/21 22/17 37/12 55/18 57/2</p> <p><b>through [38]</b> 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</p> <p><b>throughout [1]</b> 7/4</p> <p><b>throughs [1]</b> 104/2</p> <p><b>throw [1]</b> 87/7</p> <p><b>thus [1]</b> 39/20</p> <p><b>tie [1]</b> 98/22</p> <p><b>tier [5]</b> 78/2 79/5 81/16 81/18 93/15</p> <p><b>Tim [12]</b> 1/12 4/22 34/20 68/14 68/18 76/14 87/20 93/7 105/15 111/22 112/10 116/8</p> <p><b>time [33]</b> 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</p> <p><b>time was [1]</b> 19/11</p> <p><b>timely [1]</b> 35/8</p> <p><b>times [2]</b> 40/5 77/7</p> <p><b>today [10]</b> 23/4 56/17 63/24 65/1 70/24 80/15 90/14 102/9 102/16 102/24</p> <p><b>today's [1]</b> 66/6</p> <p><b>together [2]</b> 3/18 36/7</p> <p><b>token [1]</b> 84/7</p> <p><b>Tom [1]</b> 99/1</p> <p><b>tomorrow [2]</b> 35/5 36/10</p> <p><b>tone [4]</b> 39/11 39/17 39/25 42/18</p> <p><b>tonight [17]</b> 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</p> <p><b>tonight's [1]</b> 5/17</p> <p><b>too [10]</b> 15/4 40/15 43/10 48/14 50/22 74/21 79/24 98/22 106/12 107/4</p> <p><b>top [2]</b> 57/3 92/4</p> <p><b>topic [1]</b> 49/9</p> <p><b>total [1]</b> 6/24</p> <p><b>totally [1]</b> 105/18</p> <p><b>touch [3]</b> 108/3 108/19</p> | <p>113/16</p> <p><b>tough [1]</b> 41/15</p> <p><b>toward [2]</b> 11/1 114/18</p> <p><b>towards [4]</b> 14/5 23/14 71/17 79/21</p> <p><b>towering [1]</b> 14/14</p> <p><b>town [17]</b> 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</p> <p><b>townhome [1]</b> 78/10</p> <p><b>townhomes [4]</b> 28/23 29/7 77/1 88/10</p> <p><b>toy [1]</b> 104/22</p> <p><b>track [1]</b> 97/9</p> <p><b>tract [1]</b> 59/12</p> <p><b>Trader [3]</b> 44/16 46/4 102/10</p> <p><b>traditional [2]</b> 28/16 32/24</p> <p><b>traffic [3]</b> 48/16 48/23 55/23</p> <p><b>trails [1]</b> 19/16</p> <p><b>transcript [1]</b> 117/15</p> <p><b>transit [1]</b> 70/5</p> <p><b>transition [2]</b> 23/12 69/8</p> <p><b>trash [2]</b> 66/12 66/20</p> <p><b>tree [3]</b> 11/20 11/21 95/22</p> <p><b>trees [6]</b> 11/22 48/21 79/3 94/17 95/4 96/3</p> <p><b>tremendous [1]</b> 102/4</p> <p><b>triangle [3]</b> 49/22 50/4 51/25</p> <p><b>trouble [1]</b> 74/3</p> <p><b>truck [1]</b> 66/18</p> <p><b>true [2]</b> 41/12 117/14</p> <p><b>try [8]</b> 30/2 32/12 36/6 45/21 47/8 62/2 82/22 111/24</p> <p><b>trying [16]</b> 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</p> <p><b>turn [1]</b> 59/10</p> <p><b>turnover [1]</b> 66/2</p> <p><b>turns [1]</b> 26/10</p> <p><b>tweak [2]</b> 14/7 116/9</p> <p><b>twelve [3]</b> 24/14 24/17 24/24</p> <p><b>twenty [3]</b> 74/22 97/24 99/15</p> <p><b>Twenty percent [1]</b> 99/15</p> <p><b>twice [1]</b> 46/4</p> <p><b>two [23]</b> 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</p> <p><b>two-sided [1]</b> 30/3</p> <p><b>two-story [1]</b> 54/21</p> <p><b>type [51]</b> 6/5 6/7 6/19</p> | <p>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</p> <p><b>Type's [1]</b> 10/21</p> <p><b>types [22]</b> 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</p> <p><b>typewriting [1]</b> 117/14</p> <p><b>typically [4]</b> 9/22 23/13 77/25 95/17</p> <p><b>Typologies [1]</b> 8/7</p> <p><b>Typology [2]</b> 8/7 8/8</p> <p><b>U</b></p> <p><b>Uh [15]</b> 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</p> <p><b>Uh-huh [15]</b> 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</p> <p><b>under [6]</b> 9/8 14/19 24/1 61/10 61/25 99/13</p> <p><b>understand [6]</b> 24/15 31/10 32/15 84/6 84/7 96/5</p> <p><b>understanding [1]</b> 79/13</p> <p><b>understood [1]</b> 15/23</p> <p><b>Unfinished [1]</b> 4/7</p> <p><b>unfortunate [1]</b> 86/5</p> <p><b>unfortunately [3]</b> 59/6 64/1 65/4</p> <p><b>uniform [2]</b> 70/13 78/19</p> <p><b>unimportant [1]</b> 90/18</p> <p><b>unintended [1]</b> 77/15</p> <p><b>unique [3]</b> 43/3 43/4 43/23</p> <p><b>uniquely [1]</b> 44/15</p> <p><b>unit [1]</b> 29/8</p> <p><b>unless [2]</b> 15/17 104/1</p> <p><b>unlikely [1]</b> 35/13</p> <p><b>unnecessary [1]</b> 29/18</p> <p><b>unpleasant [1]</b> 94/16</p> <p><b>until [2]</b> 35/20 36/9</p> <p><b>unusual [1]</b> 46/3</p> <p><b>up [38]</b> 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</p> | <p>55/20 56/12 63/5 64/12 66/1 66/14 70/1</p> <p><b>6.1.x</b></p> <p>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</p> <p><b>update [7]</b> 1/9 4/9 4/24 5/3 6/8 33/24 109/6</p> <p><b>updates [3]</b> 6/12 13/3 82/15</p> <p><b>updating [1]</b> 38/22</p> <p><b>upgrading [1]</b> 53/11</p> <p><b>upon [6]</b> 5/24 22/20 68/6 98/2 106/20 108/3</p> <p><b>urban [7]</b> 8/8 28/13 37/7 44/15 48/11 48/17 104/21</p> <p><b>urgent [1]</b> 103/16</p> <p><b>us [10]</b> 32/11 59/7 63/19 65/3 98/9 98/17 100/13 111/16 112/18 115/25</p> <p><b>use [42]</b> 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</p> <p><b>used [6]</b> 16/25 34/10 57/9 57/9 64/21 82/10</p> <p><b>useful [1]</b> 15/12</p> <p><b>users [2]</b> 44/12 103/20</p> <p><b>uses [24]</b> 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</p> <p><b>usually [1]</b> 98/3</p> <p><b>utilize [1]</b> 14/19</p> <p><b>utilized [1]</b> 11/3</p> <p><b>V</b></p> <p><b>vacancy [2]</b> 52/6 52/13</p> <p><b>value [3]</b> 58/23 58/24 106/6</p> <p><b>variance [1]</b> 82/1</p> <p><b>varies [1]</b> 23/19</p> <p><b>variety [9]</b> 22/3 25/7 29/2 38/7 69/21 81/6 82/18 108/15 108/18</p> <p><b>various [4]</b> 26/25 68/19 72/3 98/13</p> <p><b>vary [1]</b> 81/14</p> <p><b>vehicular [1]</b> 67/13</p> <p><b>venture [1]</b> 113/11</p> <p><b>versus [6]</b> 27/22 32/16 40/24 65/12 65/13 91/4</p> <p><b>very [63]</b> 5/16 8/20</p> |
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| <b>V</b><br><b>very... [61]</b> 14/3 15/10<br>18/17 18/23 20/19<br>27/23 31/11 31/21<br>31/23 33/4 35/12 39/12<br>39/12 40/11 41/1 41/25<br>42/2 42/8 42/15 42/21<br>43/13 45/10 46/7 46/10<br>48/8 53/10 53/11 55/18<br>55/18 56/1 57/4 57/12<br>59/21 61/20 63/6 63/7<br>65/6 66/23 67/13 68/20<br>74/13 78/1 80/19 86/9<br>88/11 89/23 90/19<br>90/25 91/2 91/23 92/2<br>92/14 92/21 94/11<br>94/16 96/11 97/20<br>104/7 106/19 106/21<br>115/20<br><b>viable [2]</b> 27/6 100/11<br><b>vibrant [5]</b> 21/16 25/20<br>25/20 108/1 108/16<br><b>viewpoints [1]</b> 44/7<br><b>visibility [3]</b> 63/12<br>64/22 74/18<br><b>vision [19]</b> 6/15 6/18<br>10/21 12/22 12/23<br>21/14 22/15 24/3 25/12<br>31/21 31/21 48/11 67/5<br>68/9 69/23 76/20 77/22<br>107/23 108/2<br><b>visual [4]</b> 47/13 70/1<br>78/15 84/8<br><b>visualize [1]</b> 48/17<br><b>visually [1]</b> 67/6<br><b>voltage [2]</b> 72/5 72/17<br><b>votes [3]</b> 3/17 4/3<br>116/24 | 92/17 94/8 98/11<br>103/23 105/6 106/1<br>109/17 110/24 111/9<br>111/24 111/25 113/16<br><b>want to [2]</b> 40/8 45/19<br><b>wanted [14]</b> 13/8<br>27/12 33/7 34/18 36/6<br>61/17 70/7 73/9 73/23<br>74/7 74/23 105/9<br>106/10 107/4<br><b>wants [5]</b> 4/11 55/20<br>61/2 75/3 110/20<br><b>was [88]</b> 5/8 6/16 7/22<br>8/4 8/10 13/8 15/6<br>15/13 15/14 15/20 16/7<br>16/9 16/14 17/21 18/16<br>19/4 19/9 19/11 25/12<br>26/1 26/12 27/19 27/19<br>27/20 34/21 39/14<br>42/17 42/20 46/5 46/7<br>46/7 49/15 51/7 51/15<br>52/11 52/13 52/19<br>53/15 54/23 58/20 59/2<br>60/10 61/4 61/6 65/9<br>67/20 67/21 67/25 68/1<br>68/1 68/3 68/6 68/16<br>68/16 68/18 68/20<br>68/23 69/11 69/11<br>69/12 75/11 75/25<br>83/10 84/12 85/12<br>89/22 91/23 91/23<br>92/17 100/4 100/4<br>100/5 100/9 101/12<br>101/25 102/15 103/10<br>106/10 106/12 107/6<br>107/16 107/16 107/16<br>107/16 107/19 109/23<br>113/15 114/25<br><b>wasn't [5]</b> 42/19 56/6<br>74/9 97/13 101/25<br><b>water [3]</b> 11/16 91/5<br>101/20<br><b>way [22]</b> 8/2 11/5 12/8<br>15/16 18/8 19/23 22/10<br>30/11 39/13 46/11 50/4<br>50/15 62/12 63/20<br>69/18 77/18 79/22<br>90/13 93/21 103/14<br>109/3 115/24<br><b>ways [3]</b> 19/21 30/9<br>81/6<br><b>we [232]</b><br><b>we'd [8]</b> 5/10 26/2 33/3<br>33/4 41/2 100/19 101/7<br>114/17<br><b>we'll [12]</b> 2/4 4/7 6/6<br>7/8 7/8 8/15 20/18<br>35/21 36/13 67/2<br>107/13 114/13<br><b>we're [47]</b> 2/2 3/13<br>4/23 7/24 14/1 14/5<br>14/10 14/16 17/3 17/4<br>25/22 33/9 36/1 40/17<br>40/23 48/10 48/18 59/6<br>63/25 86/7 86/10 86/22<br>87/21 89/3 89/6 89/8<br>91/25 92/19 93/14<br>93/16 93/22 94/12 | 94/15 96/13 99/24<br>103/8 106/15 106/15<br>106/16 111/8 115/7<br>115/17 115/21 116/3<br>116/5 116/6 116/11<br><b>we've [12]</b> 32/18 34/16<br>35/2 39/18 67/19 87/6<br>89/17 97/24 99/11<br>100/6 100/12 115/16<br><b>week [2]</b> 5/9 5/25<br><b>weekly [1]</b> 46/9<br><b>well [36]</b> 15/2 16/16<br>20/9 24/16 27/19 31/23<br>45/18 45/24 48/2 50/6<br>50/6 57/19 60/15 61/21<br>63/3 64/7 65/9 69/4<br>69/11 74/8 76/1 81/2<br>86/22 87/13 87/25 88/2<br>94/1 94/8 103/8 104/23<br>106/23 110/24 111/4<br>111/22 115/4 116/25<br><b>well-respected [1]</b><br>61/21<br><b>went [2]</b> 69/11 103/16<br><b>were [34]</b> 4/17 5/13<br>5/24 8/15 17/13 18/15<br>19/1 19/2 21/24 27/7<br>32/5 33/5 34/9 34/24<br>41/11 42/8 42/19 42/20<br>51/16 59/8 79/10 92/6<br>92/7 99/3 99/25 101/15<br>101/16 102/3 102/16<br>103/13 110/18 111/18<br>115/4 115/5<br><b>weren't [1]</b> 18/16<br><b>west [18]</b> 8/13 26/17<br>27/17 28/15 29/14<br>29/24 50/16 51/11 67/2<br>67/5 70/10 72/11 75/7<br>75/21 86/23 95/15<br>102/15 105/17<br><b>western [2]</b> 29/12<br>29/25<br><b>Westgate [2]</b> 74/4<br>102/14<br><b>what [106]</b> 9/8 12/17<br>12/23 13/8 13/8 14/1<br>14/15 15/11 15/23 21/4<br>26/1 26/11 26/19 26/19<br>26/21 27/14 27/22<br>28/22 28/24 29/24<br>31/11 32/9 32/21 33/8<br>35/16 40/17 42/22 43/5<br>44/19 44/24 45/14 47/1<br>49/8 50/3 50/9 52/5<br>53/7 53/8 53/9 53/11<br>53/19 54/20 55/25 56/1<br>56/5 56/10 57/6 58/3<br>58/4 58/5 58/5 58/25<br>60/16 61/2 61/2 61/4<br>61/25 63/1 63/18 63/18<br>63/23 65/1 65/4 67/22<br>68/4 69/14 69/17 71/20<br>73/25 74/4 75/14 84/16<br>85/11 86/7 86/10 86/22<br>87/21 88/12 88/24<br>89/10 89/20 90/17<br>90/19 91/8 92/3 92/6 | 93/22 95/2 95/4 96/2<br>98/18 103/5 103/5<br>105/10 106/16 109/17<br>109/19 109/20 110/7<br>112/10 112/11 112/24<br>113/13 113/16 114/16<br>116/2<br><b>what's [16]</b> 30/25<br>32/21 32/22 43/24<br>43/25 56/17 59/14<br>60/12 60/18 84/5 86/9<br>90/11 93/22 98/12<br>99/17 106/3<br><b>whatever [3]</b> 18/12<br>28/14 82/20<br><b>whatnot [3]</b> 45/21<br>87/22 104/2<br><b>when [25]</b> 12/1 18/9<br>20/6 30/5 30/6 41/4<br>46/17 64/2 64/2 78/25<br>82/15 87/6 89/2 92/3<br>92/18 95/15 101/19<br>101/19 101/20 102/6<br>102/15 106/22 115/2<br>115/21 116/7<br><b>where [49]</b> 14/23 16/3<br>19/9 23/12 23/15 25/24<br>26/9 28/16 30/14 31/15<br>32/3 33/3 35/3 36/1<br>43/18 46/15 46/21 48/8<br>49/24 50/13 53/15<br>54/19 57/16 58/1 58/2<br>58/2 59/24 63/11 64/15<br>64/21 66/19 80/17<br>80/17 83/2 84/2 87/15<br>89/20 89/20 93/18<br>94/13 95/15 96/9 96/11<br>102/5 104/11 106/15<br>106/15 110/17 111/19<br><b>Whereas [2]</b> 28/13<br>95/20<br><b>wherever [1]</b> 49/24<br><b>whether [10]</b> 12/18<br>14/8 27/16 28/15 35/9<br>35/18 42/22 111/8<br>111/23 112/16<br><b>which [79]</b> 5/2 5/6<br>6/25 7/3 7/5 7/15 7/21<br>7/22 8/2 8/4 9/19 10/3<br>10/7 10/11 11/5 11/6<br>11/7 15/7 15/10 20/21<br>21/7 22/15 22/25 26/4<br>26/16 27/23 28/10<br>31/13 31/16 32/2 33/15<br>34/9 34/25 34/25 36/15<br>36/17 37/15 39/6 45/1<br>46/9 46/16 59/4 59/9<br>65/19 66/19 67/25<br>68/25 71/5 71/6 71/19<br>76/20 77/14 77/25<br>79/23 81/6 82/22 83/22<br>83/23 85/1 85/16 86/24<br>87/13 87/17 96/21<br>96/21 97/23 100/5<br>102/14 104/3 105/22<br>110/3 111/18 112/14<br>113/1 113/4 113/5<br>113/20 114/3 114/19 | <b>while [7]</b> 26/22 56/24<br>70/4 77/4 77/2<br>108/13<br><b>white [1]</b> 72/14<br><b>Whitney [2]</b> 1/16 2/23<br><b>who [16]</b> 4/4 4/11 42/8<br>45/9 49/8 53/16 55/20<br>61/20 61/24 98/5 98/21<br>102/2 103/16 104/18<br>105/18 110/20<br><b>who's [1]</b> 49/7<br><b>whole [12]</b> 34/10 37/5<br>38/5 40/21 48/7 59/2<br>59/9 65/21 67/25 93/3<br>93/3 115/8<br><b>whose [1]</b> 105/19<br><b>why [8]</b> 55/22 60/25<br>66/3 69/10 69/15 72/17<br>90/24 93/20<br><b>wide [3]</b> 18/8 18/9<br>92/23<br><b>wider [1]</b> 95/18<br><b>Wild [1]</b> 89/20<br><b>Wildwood [9]</b> 54/16<br>54/18 54/19 59/22<br>60/13 62/4 62/5 62/16<br>62/19<br><b>Wildwood Town [1]</b><br>62/4<br><b>will [36]</b> 5/7 5/17 5/19<br>5/20 6/10 6/20 7/11<br>7/13 9/9 9/23 10/22<br>18/9 20/3 21/20 28/6<br>35/4 42/8 45/17 48/24<br>67/15 79/22 79/22<br>85/16 89/8 99/18 99/20<br>101/17 102/22 104/17<br>108/24 113/1 113/1<br>113/4 113/9 113/9<br>116/8<br><b>willing [2]</b> 87/18 87/18<br><b>Winrock [1]</b> 97/17<br><b>wishes [1]</b> 4/4<br><b>within [36]</b> 9/23 10/6<br>13/9 22/17 23/23 23/23<br>24/4 25/16 25/22 31/19<br>31/22 31/24 32/25<br>33/20 33/20 36/16<br>36/17 36/17 37/22 42/4<br>43/21 46/24 47/3 47/3<br>68/9 71/2 71/10 71/10<br>72/9 77/11 78/18 81/5<br>81/5 91/18 94/2 105/1<br><b>within the [1]</b> 33/20<br><b>without [1]</b> 19/23<br><b>won't [1]</b> 55/13<br><b>wonder [2]</b> 20/5 42/3<br><b>wondered [1]</b> 52/13<br><b>wondering [1]</b> 19/9<br><b>woods [1]</b> 16/13<br><b>worded [2]</b> 42/7 79/23<br><b>words [5]</b> 49/22 50/15<br>51/18 65/14 94/1<br><b>work [22]</b> 13/5 46/10<br>59/14 61/23 62/2 62/3<br>62/5 62/6 62/15 78/14<br>83/9 87/2 88/9 90/9<br>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 Spoeede Road where there  
9 really is no other way of -- of accommodating bikes.

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

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

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

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

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

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

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

10 MR. MAGRUDER: Which designations Ladue Road?

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

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

20 MR. TIMOTHY BREIHAN: Yeah.

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



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

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

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

10          MR. HARRIS: No, I wasn't.

11          CHAIRMAN KISTNER: Okay.

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

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

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

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

1 not good.

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

7 That's all I want to say.

8 CHAIRMAN KISTNER: Thank you very much.

9 All right. Ready to continue?

10 MS. SILVERMAN: Just one comment.

11 CHAIRMAN KISTNER: Oh, I'm sorry.

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

15 MR. TIMOTHY BREIHAN: I'm sorry?

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

19 MR. TIMOTHY BREIHAN: Okay. Thank you.

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

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



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

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

12           Moving on to the streets recommendations.

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

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

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

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

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

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

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

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



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

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

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

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

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

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

18 MR. TIMOTHY BREIHAN: Okay.

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

21 MR. TIMOTHY BREIHAN: Sure. Sure.

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

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

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

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

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

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

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

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

25 So, basically, moving just sort of increasingly



1 low density and suburban characters as you move through.

2 CHAIRMAN KISTNER: Yes.

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

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

10 MR. TIMOTHY BREIHAN: Uh-huh.

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

14 MR. TIMOTHY BREIHAN: Sure.

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

19 MR. TIMOTHY BREIHAN: Sure.

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

22 MR. TIMOTHY BREIHAN: Right.

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

1 MR. TIMOTHY BREIHAN: Uh-huh.

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

4 MR. TIMOTHY BREIHAN: Uh-huh.

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

7 MR. TIMOTHY BREIHAN: Sure.

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

9 MR. TIMOTHY BREIHAN: Sure. Thank you.

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

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

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



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

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

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

11 MR. JAGGI: Yeah.

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

14 MR. JAGGI: Okay.

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

18 MR. TIMOTHY BREIHAN: Sure.

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

21 MR. JAGGI: Sure.

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

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

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

1 give your name and address again.

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

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

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

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

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

21 CHAIRMAN KISTNER: Thank you.

22 And if you're able to address that.

23 MR. TIMOTHY BREIHAN: Sure.

24 And thank you for the comment.

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



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

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

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

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

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

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

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

1 MR. ROVAK: Maybe acknowledging, yeah.

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

5 MR. ROVAK: Yeah.

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

7 CHAIRMAN KISTNER: Great.

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

13           Yes, sir.

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

17           MR. TIMOTHY BREIHAN: Sure.

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

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



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

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

7 MR. TIMOTHY BREIHAN: Uh-huh.

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

13 MR. TIMOTHY BREIHAN: Uh-huh.

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

19 MR. TIMOTHY BREIHAN: Sure.

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

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

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

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

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

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



1 engagement process.

2 Does that answer your question?

3 MR. SCHUH: It does.

4 MR. TIMOTHY BREIHAN: Not really.

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

6 MR. TIMOTHY BREIHAN: Sure.

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

15 MR. TIMOTHY BREIHAN: Sure.

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

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

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

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

15           MR. SCHUH: Sure.

16           MR. TIMOTHY BREIHAN: -- versus others.

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

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



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

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

8 MR. TIMOTHY BREIHAN: Okay.

9 MR. SCHUH: Thank you.

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

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

14 Last section.

15 MR. TIMOTHY BREIHAN: Thank you.

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

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

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

1 those are updated on a five-year basis.

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

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

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

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

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

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



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

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

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

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

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

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

13 So any questions on that?

14 CHAIRMAN KISTNER: Any questions?

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

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

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



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

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

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

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

18 MR. TIMOTHY BREIHAN: Right.

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

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

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

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

1 that Ameren?

2 MR. TIMOTHY BREIHAN: Yes.

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

6 CHAIRMAN KISTNER: Any other questions or  
7 comments?

8 MS. SILVERMAN: Just one other comment.

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

10 MR. TIMOTHY BREIHAN: Uh-huh.

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

14 MR. TIMOTHY BREIHAN: Yes.

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

17 MR. TIMOTHY BREIHAN: Okay.

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

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

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

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

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



1 yet.

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

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

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

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

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

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

20 MR. JAGGI: Yeah. Sounds good.

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

22 CHAIRMAN KISTNER: Okay.

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

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

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

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

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

9 MR. LUMLEY: Whatever the Commission --

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

12 MR. JAGGI: Okay.

13 CHAIRMAN KISTNER: Do we need one?

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

15 CHAIRMAN KISTNER: Okay.

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

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

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

22 MR. LUMLEY: There's no objection.

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

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



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

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

*Deborah K. McLaughlin*

\_\_\_\_\_, RPR, MO-CCR, IL-CSR, KS-CCR

Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR

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| <p><b>CHAIRMAN KISTNER:</b> [85]<br/> <b>MR. BREITWEISER:</b> [1] 24/22<br/> <b>MR. CARNEY:</b> [6] 2/5 3/6 11/2 63/14 64/13 64/18<br/> <b>MR. HARRIS:</b> [3] 42/9 42/12 51/1<br/> <b>MR. JAGGI:</b> [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<br/> <b>MR. LUMLEY:</b> [3] 2/18 67/8 67/21<br/> <b>MR. MAGRUDER:</b> [7] 2/9 7/13 7/22 38/5 38/9 41/9 41/17<br/> <b>MR. McCOY:</b> [9] 36/9 36/11 37/1 37/3 37/7 37/13 38/2 38/7 38/16<br/> <b>MR. ROVAK:</b> [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<br/> <b>MR. SCHUH:</b> [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<br/> <b>MR. TIMOTHY BREIHAN:</b> [82]<br/> <b>MS. CAMPBELL:</b> [6] 5/5 34/9 34/12 34/14 34/17 36/6<br/> <b>MS. HALL:</b> [1] 2/7<br/> <b>MS. KELLY:</b> [1] 2/23<br/> <b>MS. SILVERMAN:</b> [15] 2/13 3/17 7/24 12/5 37/11 38/6 43/9 43/11 43/15 64/24 65/2 65/7 65/10 65/14 65/17<br/> <b>MS. STUTTE:</b> [1] 3/1</p> <p><b>0</b><br/> <b>028 [2]</b> 1/9 4/16</p> | <p><b>1</b><br/> <b>10 acres [1]</b> 27/22<br/> <b>100 percent [1]</b> 49/23<br/> <b>112 [1]</b> 43/12<br/> <b>113 [1]</b> 32/1<br/> <b>118 [1]</b> 45/10<br/> <b>1199 [1]</b> 1/25<br/> <b>120 [1]</b> 45/10<br/> <b>125 [1]</b> 65/9<br/> <b>15th [2]</b> 5/18 66/11<br/> <b>16 [1]</b> 42/14<br/> <b>16-028 [2]</b> 1/9 4/16</p> <p><b>2</b><br/> <b>20 [1]</b> 42/13<br/> <b>2016 [1]</b> 1/4<br/> <b>21 [1]</b> 1/4<br/> <b>21st [2]</b> 2/3 26/17<br/> <b>2300 acres [1]</b> 61/19<br/> <b>270 [4]</b> 41/15 41/16 54/4 57/22</p> <p><b>3</b><br/> <b>30 [1]</b> 67/3<br/> <b>300 [1]</b> 1/3<br/> <b>314 [3]</b> 1/24 1/25 34/18<br/> <b>3A [11]</b> 6/16 7/4 7/12 7/16 7/23 8/2 8/17 8/22 8/23 11/9 12/5<br/> <b>3B [13]</b> 6/20 7/4 7/12 7/14 7/16 8/2 8/14 8/16 8/18 8/22 11/5 11/12 12/5</p> <p><b>4</b><br/> <b>40 [1]</b> 39/23<br/> <b>4300 [1]</b> 61/21<br/> <b>4772 [1]</b> 1/24</p> <p><b>5</b><br/> <b>5 feet [1]</b> 41/24</p> <p><b>6</b><br/> <b>63128 [1]</b> 1/25<br/> <b>6:30 [2]</b> 1/5 66/12</p> <p><b>7</b><br/> <b>7:56 p.m [1]</b> 67/25<br/> <b>7th [1]</b> 3/12</p> <p><b>8</b><br/> <b>80 [1]</b> 5/25<br/> <b>81 [1]</b> 5/25<br/> <b>831 [1]</b> 36/12<br/> <b>847 [1]</b> 24/24<br/> <b>86 [1]</b> 12/13<br/> <b>87 [1]</b> 12/14<br/> <b>88 [1]</b> 25/1<br/> <b>8th [2]</b> 5/23 6/25</p> <p><b>9</b><br/> <b>974-1199 [1]</b> 1/25</p> <p><b>A</b><br/> <b>abilities [1]</b> 35/8<br/> <b>ability [1]</b> 20/17<br/> <b>able [3]</b> 23/17 50/9 51/22</p> | <p><b>about [36]</b> 4/9 11/20 16/13 17/15 19/8 19/8 20/18 21/20 22/8 24/18 32/17 34/7 35/9 36/3 36/3 36/23 38/15 42/15 44/18 46/1 46/1 46/6 51/3 51/18 51/19 52/23 58/22 58/22 58/23 60/11 60/12 61/19 61/20 64/20 66/8 67/7<br/> <b>abut [2]</b> 26/2 29/17<br/> <b>accept [1]</b> 3/6<br/> <b>acceptance [1]</b> 3/3<br/> <b>access [7]</b> 11/4 14/15 14/16 14/17 26/5 39/15 59/24<br/> <b>accessibility [4]</b> 6/9 9/23 10/5 13/24<br/> <b>accidents [1]</b> 42/24<br/> <b>accommodating [2]</b> 40/9 47/8<br/> <b>accommodations [1]</b> 49/17<br/> <b>accurate [2]</b> 13/9 68/10<br/> <b>achievable [1]</b> 48/12<br/> <b>achieve [2]</b> 6/3 45/20<br/> <b>achieving [1]</b> 55/11<br/> <b>acknowledge [2]</b> 33/23 62/25<br/> <b>acknowledged [2]</b> 19/7 26/5<br/> <b>acknowledging [7]</b> 13/22 44/9 45/2 48/15 48/24 53/1 53/2<br/> <b>acknowledgment [1]</b> 50/12<br/> <b>acknowledgments [1]</b> 55/8<br/> <b>acquired [1]</b> 9/1<br/> <b>acquisition [1]</b> 11/4<br/> <b>acres [2]</b> 27/22 61/19<br/> <b>across [1]</b> 7/15<br/> <b>activate [1]</b> 55/4<br/> <b>activities [3]</b> 35/23 60/23 62/18<br/> <b>activity [2]</b> 13/15 35/12<br/> <b>actually [5]</b> 8/9 14/23 19/16 20/12 52/15<br/> <b>add [3]</b> 21/5 38/13 49/10<br/> <b>added [1]</b> 52/4<br/> <b>adding [1]</b> 33/20<br/> <b>Addition [1]</b> 25/4<br/> <b>additional [1]</b> 26/22<br/> <b>address [4]</b> 34/17 51/1 51/22 52/5<br/> <b>adjacency [1]</b> 13/17<br/> <b>adjacent [6]</b> 13/15 29/3 47/9 57/6 57/17 58/25<br/> <b>adjoin [1]</b> 26/2<br/> <b>adjustments [1]</b> 66/8<br/> <b>administration [2]</b> 10/12 49/15<br/> <b>administrative [1]</b> 62/17</p> | <p><b>adopt [1]</b> 3/15<br/> <b>adoption [4]</b> 1/10 4/17 44/20 61/5<br/> <b>adversely [1]</b> 26/7<br/> <b>affect [4]</b> 26/7 56/15 56/16 58/19<br/> <b>affects [2]</b> 58/17 58/18<br/> <b>after [2]</b> 5/23 34/22<br/> <b>again [21]</b> 6/21 9/8 12/17 14/22 16/20 17/6 28/13 28/16 29/25 30/5 31/13 40/18 40/24 45/20 47/20 51/1 51/2 53/23 54/11 55/7 63/4<br/> <b>agenda [6]</b> 3/4 3/25 4/13 66/4 66/14 67/17<br/> <b>ages [1]</b> 35/8<br/> <b>ago [1]</b> 55/21<br/> <b>agree [2]</b> 11/15 22/12<br/> <b>agreement [2]</b> 26/1 66/19<br/> <b>alignments [5]</b> 32/6 32/20 32/21 32/23 33/8<br/> <b>all [40]</b> 3/9 3/10 3/20 3/21 5/8 6/3 6/7 9/8 9/9 10/19 14/18 15/11 16/21 21/20 22/11 22/12 30/1 31/21 32/22 34/21 36/5 36/17 38/8 38/25 39/3 43/7 43/9 44/15 44/15 45/10 45/23 45/23 49/21 61/16 64/7 66/2 66/21 66/21 67/18 67/23<br/> <b>allocation [1]</b> 62/2<br/> <b>allotted [1]</b> 4/5<br/> <b>allow [7]</b> 9/10 13/20 14/1 29/5 30/6 41/5 44/3<br/> <b>allowed [2]</b> 17/24 29/4<br/> <b>allowing [8]</b> 14/10 14/14 15/4 17/4 18/1 19/9 19/19 25/22<br/> <b>allows [1]</b> 8/10<br/> <b>almost [1]</b> 51/13<br/> <b>alone [1]</b> 52/22<br/> <b>along [22]</b> 6/18 6/23 8/3 9/12 14/11 23/4 23/12 25/7 25/8 28/2 30/1 37/10 40/8 40/8 41/16 41/17 44/10 48/20 54/9 61/12 64/25 66/4<br/> <b>already [9]</b> 20/13 20/14 41/13 41/13 50/25 51/6 52/15 52/18 52/22<br/> <b>also [18]</b> 10/19 11/15 13/25 19/18 25/6 32/5 34/20 38/4 38/13 38/14 41/15 49/13 51/14 63/22 63/22 64/2 64/8 64/9<br/> <b>alternate [1]</b> 9/10<br/> <b>alternative [2]</b> 11/17 11/19<br/> <b>altogether [1]</b> 8/2<br/> <b>amenities [4]</b> 54/8</p> | <p>58/25 59/6 59/13<br/> <b>Ameren [7]</b> 32/21 61/12 63/16 63/21 63/21 64/3 65/1<br/> <b>Ameren annex [1]</b> 63/21<br/> <b>amount [4]</b> 29/15 34/23 64/9 64/10<br/> <b>analysis [1]</b> 9/17<br/> <b>ancillary [1]</b> 27/11<br/> <b>and/or [3]</b> 6/18 6/23 26/1<br/> <b>annex [1]</b> 63/21<br/> <b>annexation [16]</b> 60/17 60/20 60/23 60/24 61/3 61/8 61/25 62/4 63/1 63/3 63/10 63/12 64/3 64/7 64/13 65/22<br/> <b>another [6]</b> 9/7 10/18 20/23 22/5 57/18 66/10<br/> <b>answer [3]</b> 45/25 56/9 58/2<br/> <b>anticipated [2]</b> 5/12 8/12<br/> <b>any [30]</b> 7/11 7/24 10/2 11/2 12/5 15/12 26/22 30/14 31/7 33/2 33/5 33/6 33/17 33/17 33/19 34/4 41/8 43/6 45/25 56/9 60/10 60/12 63/13 63/14 64/21 65/4 65/6 65/21 65/23 66/17<br/> <b>anybody [8]</b> 4/18 20/13 24/18 31/8 34/6 34/8 50/23 65/21<br/> <b>anymore [1]</b> 43/17<br/> <b>anyone [4]</b> 3/24 24/8 38/11 42/5<br/> <b>anything [6]</b> 10/3 21/11 22/3 52/22 54/16 56/6<br/> <b>anyway [1]</b> 20/19<br/> <b>anywhere [1]</b> 10/14<br/> <b>apologize [3]</b> 38/20 46/10 47/23<br/> <b>appears [1]</b> 16/21<br/> <b>APPLICATION [2]</b> 1/9 4/16<br/> <b>apply [1]</b> 40/23<br/> <b>applying [1]</b> 41/6<br/> <b>appreciate [2]</b> 25/18 60/6<br/> <b>approach [5]</b> 20/25 44/25 52/9 63/12 64/8<br/> <b>appropriate [1]</b> 64/13<br/> <b>appropriately [1]</b> 43/3<br/> <b>approved [2]</b> 7/2 13/15<br/> <b>approximately [1]</b> 39/2<br/> <b>are [94]</b><br/> <b>are -- are [1]</b> 32/20<br/> <b>area [21]</b> 11/18 13/6 13/19 13/21 13/24 14/7 14/21 27/13 35/7 37/20 42/25 61/7 61/8 61/18 61/19 61/22 63/3 63/5 64/10 64/11 64/11</p> |
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| <p><b>A</b></p> <p><b>areas</b> [11] 29/24 30/12 32/10 33/25 36/21 40/5 40/6 42/2 52/6 52/7 59/13</p> <p><b>argument</b> [1] 56/5</p> <p><b>around</b> [1] 39/17</p> <p><b>arrows</b> [1] 54/2</p> <p><b>art</b> [9] 53/19 53/21 54/7 54/23 54/25 55/1 60/11 60/11 60/13</p> <p><b>articulate</b> [2] 55/20 56/4</p> <p><b>articulated</b> [2] 29/9 57/4</p> <p><b>artists</b> [1] 55/1</p> <p><b>arts</b> [7] 31/17 37/16 37/18 54/22 55/3 55/6 55/9</p> <p><b>artwork</b> [1] 35/22</p> <p><b>as</b> [122]</p> <p><b>as future</b> [1] 7/5</p> <p><b>ask</b> [2] 23/9 24/17</p> <p><b>asked</b> [2] 36/24 60/19</p> <p><b>asking</b> [5] 16/24 24/19 41/19 66/5 66/11</p> <p><b>aspect</b> [2] 23/22 36/16</p> <p><b>assessment</b> [2] 9/17 9/18</p> <p><b>asset</b> [1] 6/8</p> <p><b>Assistant</b> [2] 1/19 3/1</p> <p><b>Assistant/Recording</b> [2] 1/19 3/1</p> <p><b>associated</b> [1] 9/24</p> <p><b>at</b> [54] 3/14 5/16 8/7 8/13 10/16 11/8 11/9 11/22 15/17 16/18 19/13 25/9 27/23 30/18 31/2 33/15 36/12 36/17 36/25 37/12 37/16 38/22 39/2 42/9 42/13 42/13 42/17 44/3 44/18 45/5 47/6 47/6 47/23 49/12 49/21 53/10 54/2 54/3 54/3 54/23 54/23 55/5 56/11 56/24 56/24 59/25 63/19 64/2 64/22 66/6 66/12 66/18 67/2 67/25</p> <p><b>ATTENDANCE</b> [1] 1/13</p> <p><b>attention</b> [1] 66/16</p> <p><b>Attorney</b> [2] 1/17 2/17</p> <p><b>attract</b> [1] 56/18</p> <p><b>attraction</b> [1] 35/12</p> <p><b>attractions</b> [1] 33/20</p> <p><b>attractiveness</b> [1] 59/5</p> <p><b>audience</b> [7] 3/24 31/8 34/6 42/6 50/24 60/12 65/22</p> <p><b>auto</b> [1] 13/23</p> <p><b>automobiles</b> [3] 42/23 43/3 43/5</p> <p><b>availability</b> [1] 32/6</p> <p><b>available</b> [2] 9/9 66/12</p> <p><b>Avenue</b> [11] 45/7 46/10 46/24 46/24 47/1 47/3 47/5 47/6 47/7</p> | <p>47/12 47/12</p> <p><b>aware</b> [3] 25/20 44/7 49/11</p> <p><b>aye</b> [5] 3/9 3/10 3/11 3/21 3/22</p> <p><b>B</b></p> <p><b>baby</b> [1] 42/19</p> <p><b>back</b> [3] 27/19 53/23 55/14</p> <p><b>bad</b> [1] 67/14</p> <p><b>balance</b> [1] 5/14</p> <p><b>BALLAS</b> [2] 1/3 39/22</p> <p><b>ballot</b> [1] 7/1</p> <p><b>banners</b> [1] 54/17</p> <p><b>barrier</b> [1] 63/20</p> <p><b>based</b> [7] 18/16 28/7 32/6 37/22 39/17 47/9 52/21</p> <p><b>baseline</b> [1] 33/16</p> <p><b>basically</b> [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</p> <p><b>basis</b> [2] 33/15 61/1</p> <p><b>be</b> [118]</p> <p><b>beautiful</b> [1] 27/19</p> <p><b>because</b> [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</p> <p><b>become</b> [4] 26/1 35/11 36/4 46/20</p> <p><b>becomes</b> [1] 10/16</p> <p><b>becoming</b> [2] 9/8 50/2</p> <p><b>been</b> [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</p> <p><b>before</b> [7] 16/24 26/19 37/1 37/13 37/14 49/3 53/8</p> <p><b>began</b> [1] 5/21</p> <p><b>begin</b> [1] 5/4</p> <p><b>beginning</b> [2] 30/18 42/9</p> <p><b>begins</b> [1] 8/8</p> <p><b>behind</b> [4] 14/9 18/12 31/20 57/3</p> <p><b>being</b> [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</p> <p><b>believe</b> [7] 10/9 37/12 43/13 64/23 65/3 65/4 65/12</p> <p><b>belong</b> [3] 22/23 30/25 42/17</p> <p><b>benches</b> [1] 35/22</p> <p><b>beneficial</b> [4] 15/23 35/7 44/24 55/11</p> <p><b>benefit</b> [1] 25/25</p> <p><b>benefits</b> [3] 61/24 62/1</p> | <p>63/9</p> <p><b>best</b> [5] 15/6 15/10 21/9 32/7 52/9</p> <p><b>Beth</b> [1] 1/14</p> <p><b>better</b> [3] 37/25 39/15 49/23</p> <p><b>between</b> [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</p> <p><b>beyond</b> [1] 8/13</p> <p><b>bicycle</b> [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</p> <p><b>bicycles</b> [7] 42/2 42/17 42/20 42/22 42/25 43/4 57/13</p> <p><b>Bicycling</b> [1] 42/18</p> <p><b>bicyclists</b> [1] 41/18</p> <p><b>big</b> [1] 11/24</p> <p><b>bike</b> [8] 35/9 35/14 39/9 39/18 39/21 40/7 42/16 56/5</p> <p><b>bikeability</b> [2] 38/24 57/2</p> <p><b>bikes</b> [1] 40/9</p> <p><b>bioswale</b> [1] 46/8</p> <p><b>bit</b> [6] 10/24 23/2 23/19 36/20 37/25 40/2</p> <p><b>BJC</b> [2] 28/3 28/8</p> <p><b>blank</b> [1] 47/23</p> <p><b>blue</b> [1] 40/5</p> <p><b>bond</b> [2] 10/3 11/6</p> <p><b>bonus</b> [2] 16/9 22/2</p> <p><b>bonuses</b> [3] 16/14 17/24 19/9</p> <p><b>both</b> [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</p> <p><b>boulevard</b> [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</p> <p><b>boundaries</b> [2] 54/4 63/2</p> <p><b>boundary</b> [8] 29/20 30/1 60/24 61/11 61/14 61/17 63/20 64/7</p> <p><b>break</b> [1] 67/3</p> <p><b>breaks</b> [1] 16/17</p> <p><b>Breihan</b> [1] 5/9</p> <p><b>Breihan's</b> [1] 21/19</p> <p><b>Breitweiser</b> [4] 4/22 24/22 24/24 26/17</p> <p><b>Breitweiser's</b> [1] 26/19</p> <p><b>bring</b> [3] 15/15 36/2 36/3</p> <p><b>broad</b> [2] 20/2 51/17</p> <p><b>broader</b> [2] 23/18 50/6</p> <p><b>brought</b> [1] 18/19</p> <p><b>budgetary</b> [1] 50/2</p> | <p><b>buffer</b> [1] 29/19</p> <p><b>buffers</b> [1] 27/20</p> <p><b>build</b> [8] 22/5 28/21 29/7 30/21 32/3 39/7 53/4 53/6</p> <p><b>build-to</b> [3] 28/21 29/7 30/21</p> <p><b>building</b> [8] 10/3 21/9 27/11 28/23 35/18 35/20 39/13 62/17</p> <p><b>buildings</b> [6] 14/9 14/10 27/18 27/21 29/1 29/2</p> <p><b>builds</b> [1] 54/21</p> <p><b>built</b> [2] 50/3 60/5</p> <p><b>business</b> [4] 47/14 47/18 67/5 67/17</p> <p><b>but</b> [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</p> <p><b>C</b></p> <p><b>Cabin</b> [2] 6/19 6/24</p> <p><b>calendars</b> [1] 66/5</p> <p><b>call</b> [2] 2/4 23/6</p> <p><b>calling</b> [1] 44/5</p> <p><b>Calls</b> [1] 46/7</p> <p><b>calming</b> [4] 51/3 52/2 52/12 52/19</p> <p><b>came</b> [4] 12/20 52/11 57/25 63/23</p> <p><b>Campbell</b> [2] 4/22 34/18</p> <p><b>campus</b> [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</p> <p><b>campuses</b> [3] 27/20 27/22 30/11</p> <p><b>can</b> [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</p> <p><b>can build</b> [1] 53/4</p> <p><b>can't</b> [1] 49/25</p> <p><b>capacity</b> [1] 40/2</p> <p><b>capital</b> [3] 19/5 22/15 62/20</p> <p><b>car</b> [1] 57/12</p> <p><b>cards</b> [1] 4/21</p> | <p><b>Carl</b> [2] 1/17 2/17</p> <p><b>Carney</b> [3] 1/17 3/8</p> <p><b>carryover</b> [1] 12/9</p> <p><b>carts</b> [1] 42/19</p> <p><b>case</b> [2] 9/3 9/4</p> <p><b>cases</b> [1] 32/22</p> <p><b>casual</b> [1] 35/15</p> <p><b>cause</b> [3] 8/23 37/22 58/8</p> <p><b>caveat</b> [2] 8/17 40/22</p> <p><b>CCR</b> [6] 1/24 1/24 68/13 68/13 68/14 68/14</p> <p><b>Centennial</b> [1] 62/8</p> <p><b>center</b> [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</p> <p><b>central</b> [5] 6/14 6/17 6/22 9/8 47/14</p> <p><b>certain</b> [6] 10/19 33/13 50/19 58/12 59/13 59/24</p> <p><b>certainly</b> [4] 11/19 19/23 23/16 37/5</p> <p><b>Certified</b> [3] 68/5 68/6 68/6</p> <p><b>certify</b> [1] 68/7</p> <p><b>cetera</b> [1] 57/13</p> <p><b>Chair</b> [3] 1/14 3/11 3/22</p> <p><b>challenge</b> [1] 19/6</p> <p><b>challenges</b> [7] 18/19 33/12 41/21 59/21 61/24 62/16 63/9</p> <p><b>chance</b> [2] 3/14 11/20</p> <p><b>change</b> [2] 21/2 27/23</p> <p><b>changeover</b> [1] 13/21</p> <p><b>changes</b> [2] 10/5 49/24</p> <p><b>chapter</b> [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</p> <p><b>character</b> [2] 30/2 30/13</p> <p><b>characteristics</b> [1] 59/20</p> <p><b>characters</b> [1] 48/1</p> <p><b>Chasselle</b> [1] 51/6</p> <p><b>check</b> [2] 53/9 66/5</p> <p><b>children</b> [1] 56/1</p> <p><b>chose</b> [1] 63/16</p> <p><b>churches</b> [1] 27/9</p> <p><b>circles</b> [1] 51/15</p> <p><b>cities</b> [1] 64/5</p> <p><b>city</b> [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</p> |
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| <p><b>C</b></p> <p><b>city...</b> [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</p> <p><b>city's</b> [6] 18/20 32/4 49/13 49/18 54/22 55/4</p> <p><b>city-wide</b> [6] 13/15 31/12 31/14 38/19 44/21 53/18</p> <p><b>citywide</b> [2] 23/24 53/21</p> <p><b>civic</b> [6] 27/6 27/7 27/13 28/12 31/3 31/3</p> <p><b>classification</b> [2] 45/16 56/23</p> <p><b>classifications</b> [1] 56/22</p> <p><b>classified</b> [2] 41/25 43/22</p> <p><b>clear</b> [4] 17/1 17/6 17/7 46/15</p> <p><b>clearly</b> [1] 46/13</p> <p><b>close</b> [2] 35/21 57/17</p> <p><b>closing</b> [1] 65/23</p> <p><b>code</b> [1] 62/18</p> <p><b>coding</b> [1] 46/12</p> <p><b>COEUR</b> [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</p> <p><b>Coeur's</b> [2] 31/21 34/23</p> <p><b>coherent</b> [1] 53/21</p> <p><b>colloquially</b> [1] 65/15</p> <p><b>color</b> [2] 46/10 46/22</p> <p><b>color's</b> [1] 46/11</p> <p><b>combined</b> [1] 28/11</p> <p><b>come</b> [8] 4/19 4/23 11/20 23/8 34/8 34/14 34/16 63/15</p> <p><b>comes</b> [1] 50/4</p> <p><b>comfortable</b> [1] 59/23</p> <p><b>coming</b> [4] 11/13 16/8 46/13 66/25</p> <p><b>comment</b> [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</p> <p><b>comments</b> [10] 12/21 15/12 26/19 26/21 34/5 60/7 60/10 60/12 65/7 65/21</p> <p><b>commercial</b> [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</p> <p><b>COMMISSION</b> [9] 1/1 2/3 3/13 6/5 10/7 10/22 60/25 66/12 67/9</p> <p><b>Commission's</b> [1] 49/11</p> <p><b>Commissioners</b> [1] 66/5</p> <p><b>committee</b> [7] 36/14 37/18 37/21 37/23 37/25 54/22 55/9</p> | <p><b>common</b> [2] 28/18 33/1</p> <p><b>community</b> [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</p> <p><b>commuter</b> [1] 42/16</p> <p><b>Comp</b> [4] 55/12 61/4 63/12 66/23</p> <p><b>compared</b> [1] 8/23</p> <p><b>compatibility</b> [1] 30/2</p> <p><b>competitive</b> [1] 41/6</p> <p><b>complete</b> [4] 44/14 44/19 44/21 45/20</p> <p><b>completed</b> [1] 45/3</p> <p><b>Complex</b> [1] 6/15</p> <p><b>components</b> [2] 30/9 54/1</p> <p><b>COMPREHENSIVE</b> [6] 1/10 4/4 4/16 25/11 33/6 41/5</p> <p><b>comprised</b> [1] 27/10</p> <p><b>comprises</b> [3] 31/13 61/19 63/11</p> <p><b>concept</b> [2] 11/18 38/16</p> <p><b>concern</b> [1] 36/1</p> <p><b>concerned</b> [2] 29/2 52/23</p> <p><b>concerning</b> [2] 55/15 55/22</p> <p><b>concert</b> [1] 57/9</p> <p><b>concluding</b> [1] 5/16</p> <p><b>concur</b> [1] 7/25</p> <p><b>condition</b> [1] 40/12</p> <p><b>conditions</b> [1] 62/22</p> <p><b>conducting</b> [1] 44/20</p> <p><b>cone</b> [1] 35/17</p> <p><b>configurations</b> [1] 29/6</p> <p><b>conflict</b> [1] 25/15</p> <p><b>connect</b> [2] 31/21 33/25</p> <p><b>connected</b> [1] 34/21</p> <p><b>connecting</b> [1] 33/21</p> <p><b>connection</b> [1] 62/7</p> <p><b>connections</b> [6] 31/25 32/7 32/15 39/14 40/14 57/15</p> <p><b>connectivity</b> [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</p> <p><b>consensus</b> [1] 12/4</p> <p><b>consider</b> [5] 21/7 44/20 60/19 60/20 62/12</p> <p><b>consideration</b> [5] 4/6 33/16 52/18 63/6 63/23</p> <p><b>considered</b> [2] 19/21 64/13</p> <p><b>considering</b> [1] 64/6</p> <p><b>consist</b> [1] 27/20</p> <p><b>consistent</b> [6] 14/9 14/12 23/3 28/13 28/22 40/16</p> <p><b>constraints</b> [2] 59/8 59/9</p> | <p><b>construct</b> [2] 6/17 6/22</p> <p><b>construction</b> [1] 9/22</p> <p><b>context</b> [4] 27/14 59/10 59/18 60/4</p> <p><b>continuation</b> [1] 4/3</p> <p><b>continue</b> [6] 4/13 6/6 7/4 43/9 61/12 67/2</p> <p><b>continuing</b> [1] 5/19</p> <p><b>continuous</b> [1] 41/17</p> <p><b>contributing</b> [1] 22/16</p> <p><b>control</b> [2] 62/9 62/11</p> <p><b>controlled</b> [1] 32/24</p> <p><b>conversations</b> [1] 63/23</p> <p><b>Conway</b> [2] 39/11 39/22</p> <p><b>cooperation</b> [3] 33/4 57/17 64/1</p> <p><b>coordinate</b> [2] 37/20 53/20</p> <p><b>coordinated</b> [2] 33/3 37/24</p> <p><b>coordinates</b> [1] 37/17</p> <p><b>coordination</b> [2] 40/21 55/10</p> <p><b>copy</b> [1] 26/15</p> <p><b>core</b> [1] 47/13</p> <p><b>corner</b> [1] 61/11</p> <p><b>corrected</b> [2] 12/16 12/21</p> <p><b>correspond</b> [1] 44/17</p> <p><b>corridor</b> [9] 12/13 12/25 13/4 13/13 25/2 47/5 47/6 62/10 62/13</p> <p><b>corridors</b> [1] 32/9</p> <p><b>cost</b> [4] 8/12 20/8 62/19 62/20</p> <p><b>costs</b> [5] 8/12 9/5 9/12 62/17 62/21</p> <p><b>could</b> [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</p> <p><b>Council</b> [6] 7/18 9/16 10/11 10/20 11/1 49/13</p> <p><b>count</b> [2] 15/4 29/15</p> <p><b>counterpart</b> [1] 24/10</p> <p><b>Country</b> [2] 42/14 55/24</p> <p><b>county</b> [8] 25/17 60/21 60/24 61/6 61/16 62/2 62/25 68/2</p> <p><b>couple</b> [4] 4/21 28/17 36/22 67/24</p> <p><b>course</b> [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</p> <p><b>court</b> [7] 1/23 4/25 36/11 36/13 42/12 68/5 68/6</p> | <p><b>coverage</b> [11] 15/5 15/6 17/4 17/19 17/25 19/9 19/20 20/18 22/2 22/6 29/16</p> <p><b>covered</b> [3] 23/2 23/23 36/25</p> <p><b>Craig</b> [1] 46/6</p> <p><b>cream</b> [1] 35/16</p> <p><b>create</b> [1] 13/12</p> <p><b>creating</b> [1] 41/16</p> <p><b>credit</b> [2] 18/1 25/8</p> <p><b>Crest</b> [2] 25/4 25/6</p> <p><b>CREVE</b> [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</p> <p><b>criticisms</b> [1] 33/12</p> <p><b>cross</b> [1] 14/15</p> <p><b>cross-access</b> [1] 14/15</p> <p><b>CSR</b> [3] 1/24 68/13 68/14</p> <p><b>cul</b> [1] 57/16</p> <p><b>cul-de-sacs</b> [1] 57/16</p> <p><b>curb</b> [3] 14/16 47/8 51/13</p> <p><b>curious</b> [1] 58/7</p> <p><b>current</b> [7] 10/25 13/10 32/4 33/13 49/12 62/22 63/1</p> <p><b>currently</b> [8] 14/20 32/9 32/10 34/24 41/22 43/21 55/9 62/7</p> <p><b>cuts</b> [2] 14/16 47/9</p> <p><b>cyclists</b> [1] 44/7</p> <p><b>D</b></p> <p><b>Danforth</b> [1] 35/6</p> <p><b>dark</b> [1] 47/17</p> <p><b>darker</b> [1] 47/17</p> <p><b>dashed</b> [2] 40/7 40/15</p> <p><b>Dave</b> [2] 36/11 36/12</p> <p><b>Day</b> [3] 43/13 43/16 43/17</p> <p><b>de</b> [1] 57/16</p> <p><b>deal</b> [1] 24/1</p> <p><b>dealing</b> [1] 53/24</p> <p><b>deals</b> [3] 27/1 28/13 29/11</p> <p><b>dealt</b> [1] 52/1</p> <p><b>Deaver</b> [5] 24/24 25/4 26/2 26/3 26/6</p> <p><b>Deborah</b> [3] 1/24 68/4 68/14</p> <p><b>December</b> [2] 5/18 66/11</p> <p><b>December 15th</b> [2] 5/18 66/11</p> <p><b>decision</b> [1] 5/22</p> <p><b>dedicated</b> [1] 39/18</p> <p><b>Deeds</b> [1] 25/17</p> <p><b>deeply</b> [1] 27/18</p> <p><b>deficient</b> [1] 34/23</p> <p><b>defined</b> [1] 10/19</p> <p><b>definitely</b> [3] 4/11 8/11 46/13</p> <p><b>definition</b> [1] 27/20</p> | <p><b>degree</b> [1] 50/3</p> <p><b>demographic</b> 6.1.y 56/17 58/12 62/6</p> <p><b>demographics</b> [1] 58/18</p> <p><b>density</b> [1] 48/1</p> <p><b>department</b> [3] 49/14 52/15 52/17</p> <p><b>depending</b> [1] 8/7</p> <p><b>depth</b> [1] 13/5</p> <p><b>design</b> [5] 8/3 8/8 8/15 9/13 51/11</p> <p><b>designated</b> [5] 39/5 39/25 40/3 40/6 41/11</p> <p><b>designating</b> [1] 50/7</p> <p><b>designation</b> [6] 25/19 26/10 46/7 55/15 58/17 58/23</p> <p><b>designations</b> [2] 41/10 46/22</p> <p><b>designed</b> [4] 6/3 30/5 32/2 39/1</p> <p><b>despite</b> [1] 42/22</p> <p><b>destination</b> [1] 36/4</p> <p><b>detail</b> [1] 45/13</p> <p><b>determined</b> [1] 28/9</p> <p><b>determines</b> [1] 18/25</p> <p><b>determining</b> [1] 56/10</p> <p><b>detrimentally</b> [1] 26/7</p> <p><b>develop</b> [3] 30/24 33/7 44/14</p> <p><b>developed</b> [5] 6/1 6/10 29/8 35/1 59/18</p> <p><b>developing</b> [5] 14/12 54/24 55/2 55/3 59/25</p> <p><b>development</b> [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</p> <p><b>developments</b> [4] 23/8 28/25 55/1 57/22</p> <p><b>dictated</b> [1] 62/21</p> <p><b>did</b> [7] 10/2 12/10 36/25 37/9 43/20 63/15 66/4</p> <p><b>didn't</b> [6] 15/15 34/22 36/16 37/19 46/19 51/17</p> <p><b>Dielmann</b> [1] 6/15</p> <p><b>difference</b> [5] 8/22 18/12 47/2 47/3 47/4</p> <p><b>different</b> [6] 10/23 21/22 29/18 35/8 57/12 59/11</p> <p><b>differently</b> [1] 21/25</p> <p><b>difficult</b> [4] 14/21 46/23 56/2 57/5</p> <p><b>dining</b> [1] 35/16</p> <p><b>direct</b> [2] 25/15 62/7</p> <p><b>directed</b> [2] 6/4 6/5</p> <p><b>direction</b> [4] 7/6 10/11 10/23 12/2</p> <p><b>directly</b> [3] 29/3 29/17 44/17</p> |
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| <p><b>D</b></p> <p><b>Director</b> [2] 1/18 2/20</p> <p><b>disconnect</b> [1] 10/25</p> <p><b>discuss</b> [3] 5/21 30/22 66/19</p> <p><b>discussed</b> [3] 11/6 28/6 49/12</p> <p><b>discussion</b> [9] 5/22 7/10 12/25 13/9 18/17 34/22 49/10 63/24 63/24</p> <p><b>discussions</b> [2] 19/8 52/11</p> <p><b>distance</b> [1] 59/23</p> <p><b>distinctive</b> [1] 13/13</p> <p><b>distributed</b> [2] 26/20 60/2</p> <p><b>district</b> [11] 13/19 13/25 14/24 14/25 27/2 28/3 28/5 35/7 45/17 47/14 58/24</p> <p><b>districts</b> [8] 15/11 16/22 24/1 27/4 29/12 29/13 35/6 47/18</p> <p><b>diversification</b> [1] 62/4</p> <p><b>division</b> [2] 63/17 64/5</p> <p><b>do</b> [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</p> <p><b>do differently</b> [1] 21/25</p> <p><b>document</b> [2] 5/25 45/11</p> <p><b>does</b> [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</p> <p><b>doesn't</b> [6] 11/12 13/24 22/2 22/3 23/5 48/17</p> <p><b>doing</b> [2] 20/19 24/16</p> <p><b>domain</b> [1] 33/7</p> <p><b>dominated</b> [1] 13/23</p> <p><b>Don</b> [1] 1/15</p> <p><b>don't</b> [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</p> <p><b>done</b> [4] 33/3 44/22 48/3 57/17</p> <p><b>Dorado</b> [1] 64/25</p> <p><b>doubt</b> [1] 11/5</p> <p><b>down</b> [5] 11/9 15/18 19/15 51/10 51/12</p> <p><b>draft</b> [5] 3/13 13/5 25/18 26/9 42/7</p> <p><b>drafts</b> [1] 25/14</p> <p><b>draw</b> [1] 36/2</p> <p><b>drawing</b> [1] 47/23</p> <p><b>Drive</b> [1] 1/24</p> <p><b>driven</b> [2] 35/12 35/12</p> <p><b>driving</b> [1] 35/13</p> | <p><b>drop</b> [4] 8/2 8/14 8/16 8/18</p> <p><b>due</b> [2] 13/4 62/2</p> <p><b>during</b> [3] 6/25 9/21 12/14</p> <p><b>dwellings</b> [1] 25/21</p> <p><b>E</b></p> <p><b>each</b> [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</p> <p><b>earlier</b> [4] 13/2 27/24 28/2 52/11</p> <p><b>early</b> [2] 8/15 51/25</p> <p><b>east</b> [5] 25/1 41/16 47/5 49/15 61/11</p> <p><b>East/West</b> [1] 49/15</p> <p><b>eastward</b> [1] 25/8</p> <p><b>easy</b> [2] 53/17 59/24</p> <p><b>economically</b> [2] 8/11 9/2</p> <p><b>economics</b> [2] 15/21 20/14</p> <p><b>economy</b> [1] 20/4</p> <p><b>edge</b> [2] 29/24 62/15</p> <p><b>edges</b> [1] 27/19</p> <p><b>educational</b> [1] 27/18</p> <p><b>effect</b> [1] 21/7</p> <p><b>effectively</b> [1] 41/15</p> <p><b>efficacy</b> [1] 18/25</p> <p><b>effort</b> [1] 8/3</p> <p><b>efforts</b> [4] 41/1 54/22 55/8 55/11</p> <p><b>either</b> [5] 40/1 40/1 44/3 64/16 65/18</p> <p><b>election</b> [3] 5/23 7/1 9/21</p> <p><b>elementary</b> [1] 59/4</p> <p><b>elements</b> [1] 54/16</p> <p><b>else</b> [3] 10/3 10/14 38/11</p> <p><b>email</b> [4] 26/16 26/19 38/14 66/4</p> <p><b>emailed</b> [1] 25/12</p> <p><b>eminent</b> [1] 33/7</p> <p><b>encourage</b> [7] 14/7 15/21 16/6 18/13 21/2 21/22 22/10</p> <p><b>encouraging</b> [3] 14/9 14/14 15/7</p> <p><b>end</b> [3] 20/10 24/17 66/18</p> <p><b>ended</b> [1] 67/25</p> <p><b>energy</b> [1] 36/3</p> <p><b>enforcement</b> [1] 62/18</p> <p><b>engagement</b> [1] 58/1</p> <p><b>engineering</b> [2] 8/9 9/12</p> <p><b>enhance</b> [1] 59/19</p> <p><b>enhanced</b> [2] 13/14 54/19</p> <p><b>enhancement</b> [2] 54/7 55/10</p> <p><b>enhancements</b> [3] 45/19 45/22 57/1</p> <p><b>enhancing</b> [1] 57/20</p> <p><b>enjoy</b> [1] 36/5</p> | <p><b>enjoyment</b> [1] 26/8</p> <p><b>enough</b> [1] 43/25</p> <p><b>ensure</b> [2] 30/10 39/3</p> <p><b>entire</b> [4] 6/13 6/16 6/21 43/4</p> <p><b>entrance</b> [1] 54/3</p> <p><b>entrances</b> [1] 54/4</p> <p><b>envisioned</b> [2] 13/11 39/20</p> <p><b>equity</b> [1] 38/25</p> <p><b>especially</b> [1] 11/5</p> <p><b>establish</b> [4] 14/8 29/24 30/3 30/20</p> <p><b>establishing</b> [3] 14/10 15/3 28/21</p> <p><b>estimated</b> [1] 61/21</p> <p><b>estimates</b> [2] 8/8 8/9</p> <p><b>et</b> [1] 57/13</p> <p><b>evaluation</b> [1] 9/5</p> <p><b>even</b> [7] 20/7 22/20 35/16 48/12 48/17 48/23 67/11</p> <p><b>evening</b> [3] 2/1 4/14 38/15</p> <p><b>event</b> [1] 64/2</p> <p><b>events</b> [1] 35/23</p> <p><b>ever</b> [3] 11/12 11/20 46/20</p> <p><b>every</b> [2] 25/13 45/1</p> <p><b>everybody</b> [2] 5/5 51/13</p> <p><b>everybody's</b> [1] 66/19</p> <p><b>Everyone</b> [3] 2/1 3/14 66/24</p> <p><b>exactly</b> [3] 20/1 24/25 57/3</p> <p><b>example</b> [10] 19/25 20/3 22/6 37/16 45/1 46/3 56/11 56/22 57/18 59/4</p> <p><b>except</b> [1] 10/4</p> <p><b>excess</b> [1] 40/2</p> <p><b>exist</b> [2] 32/9 32/10</p> <p><b>existing</b> [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</p> <p><b>exists</b> [1] 43/17</p> <p><b>expand</b> [1] 6/14</p> <p><b>expanded</b> [1] 55/5</p> <p><b>expanding</b> [2] 44/4 54/23</p> <p><b>expected</b> [1] 43/5</p> <p><b>expending</b> [1] 10/2</p> <p><b>experience</b> [2] 37/22 58/21</p> <p><b>exploited</b> [1] 36/20</p> <p><b>extend</b> [1] 61/16</p> <p><b>extent</b> [2] 9/25 58/10</p> <p><b>extra</b> [1] 17/18</p> <p><b>extreme</b> [1] 61/11</p> <p><b>extremes</b> [1] 48/8</p> <p><b>F</b></p> <p><b>facilitate</b> [1] 14/19</p> <p><b>facilities</b> [10] 27/10 27/10 27/17 27/18</p> | <p>33/11 39/1 39/10 39/11 44/15 45/22</p> <p><b>facility</b> [7] 6/12 7/2 7/6 32/17 39/17 40/3 45/19</p> <p><b>facing</b> [2] 6/23 8/25</p> <p><b>fact</b> [9] 9/4 11/17 12/17 25/18 42/22 48/15 52/24 59/10 60/22</p> <p><b>factors</b> [1] 56/9</p> <p><b>fairly</b> [4] 42/21 42/25 53/17 66/14</p> <p><b>Falaise</b> [2] 55/24 56/11</p> <p><b>families</b> [1] 56/15</p> <p><b>family</b> [4] 25/22 26/4 26/6 59/5</p> <p><b>far</b> [5] 8/3 9/11 9/11 41/22 51/8</p> <p><b>farmers</b> [1] 35/14</p> <p><b>fast</b> [1] 17/13</p> <p><b>favor</b> [4] 3/9 3/20 10/10 56/5</p> <p><b>feasible</b> [1] 9/2</p> <p><b>features</b> [2] 22/3 35/22</p> <p><b>Federal</b> [1] 49/14</p> <p><b>Federation</b> [1] 65/19</p> <p><b>feedback</b> [1] 52/16</p> <p><b>feet</b> [1] 41/24</p> <p><b>felt</b> [6] 13/9 60/19 61/3 63/4 63/8 64/9</p> <p><b>few</b> [2] 30/7 36/21</p> <p><b>file</b> [2] 25/16 60/25</p> <p><b>filter</b> [1] 14/1</p> <p><b>final</b> [2] 53/18 66/17</p> <p><b>finally</b> [2] 54/20 62/25</p> <p><b>financial</b> [1] 17/2</p> <p><b>find</b> [1] 8/11</p> <p><b>finding</b> [1] 21/21</p> <p><b>finish</b> [4] 4/8 4/10 53/11 67/1</p> <p><b>finished</b> [1] 65/25</p> <p><b>first</b> [11] 5/19 5/20 20/7 25/4 25/7 27/6 28/23 29/23 30/22 44/19 67/4</p> <p><b>fits</b> [1] 30/12</p> <p><b>five</b> [3] 61/1 67/7 67/18</p> <p><b>five-minute</b> [1] 67/7</p> <p><b>five-year</b> [1] 61/1</p> <p><b>flexibility</b> [1] 30/6</p> <p><b>floor</b> [1] 14/6</p> <p><b>flow</b> [1] 14/17</p> <p><b>focus</b> [1] 66/16</p> <p><b>following</b> [2] 6/3 39/17</p> <p><b>Force</b> [2] 7/19 9/16</p> <p><b>foreseen</b> [1] 11/22</p> <p><b>Forest</b> [1] 55/24</p> <p><b>form</b> [1] 33/1</p> <p><b>formerly</b> [1] 13/3</p> <p><b>forms</b> [1] 61/13</p> <p><b>forward</b> [5] 4/19 4/23 7/22 33/16 34/14</p> <p><b>found</b> [2] 12/13 52/14</p> <p><b>Foundation</b> [1] 65/12</p> <p><b>four</b> [4] 5/12 6/2 31/13 54/1</p> <p><b>fourth</b> [2] 5/17 53/18</p> | <p><b>frankly</b> [1] 56/1</p> <p><b>frequency</b> [1] 6.1.y</p> <p><b>front</b> [3] 14/10 26/2 37/7</p> <p><b>frontage</b> [2] 23/2 26/10</p> <p><b>frontages</b> [2] 14/4 30/1</p> <p><b>full</b> [1] 33/3</p> <p><b>fully</b> [1] 33/3</p> <p><b>function</b> [1] 13/25</p> <p><b>functional</b> [1] 45/15</p> <p><b>funding</b> [2] 41/2 41/7</p> <p><b>funds</b> [2] 10/2 23/7</p> <p><b>further</b> [2] 5/22 29/7</p> <p><b>future</b> [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</p> <p><b>G</b></p> <p><b>garage</b> [1] 35/24</p> <p><b>gardens</b> [1] 35/22</p> <p><b>Gatesbury</b> [1] 1/24</p> <p><b>Gateway</b> [3] 39/9 39/21 49/15</p> <p><b>gateways</b> [1] 54/2</p> <p><b>geared</b> [2] 28/1 59/14</p> <p><b>Gene</b> [1] 1/16</p> <p><b>general</b> [11] 5/22 6/25 16/3 21/6 49/2 51/15 52/4 52/4 53/23 54/12 57/19</p> <p><b>generally</b> [3] 13/23 57/23 58/5</p> <p><b>generically</b> [1] 47/10</p> <p><b>geographic</b> [2] 33/15 33/16</p> <p><b>geographical</b> [1] 13/6</p> <p><b>get</b> [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</p> <p><b>gets</b> [1] 51/10</p> <p><b>getting</b> [3] 8/4 23/25 61/5</p> <p><b>give</b> [5] 20/11 20/18 33/9 33/15 51/1</p> <p><b>given</b> [3] 7/5 60/20 60/20</p> <p><b>giving</b> [1] 18/1</p> <p><b>global</b> [1] 23/20</p> <p><b>go</b> [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</p> <p><b>goal</b> [7] 4/11 13/20 23/17 50/6 53/15 53/24 57/3</p> <p><b>goals</b> [1] 57/24</p> <p><b>goes</b> [1] 41/23</p> <p><b>going</b> [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</p> <p><b>golf</b> [12] 5/24 6/2 6/6</p> |
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| <b>G</b><br><b>golf...</b> [9] 6/7 6/11 6/13 6/16 6/21 10/17 34/21 34/25 35/14<br><b>gone</b> [2] 56/9 56/14<br><b>good</b> [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<br><b>got</b> [5] 4/2 4/9 8/19 52/16 67/16<br><b>gotten</b> [1] 66/2<br><b>government</b> [6] 6/18 6/22 7/17 9/24 10/17 11/8<br><b>Graeser</b> [1] 46/5<br><b>grant</b> [3] 23/6 41/1 41/6<br><b>grants</b> [1] 22/20<br><b>Great</b> [2] 5/8 53/7<br><b>greater</b> [2] 47/8 57/11<br><b>green</b> [10] 18/21 21/9 29/22 29/24 30/3 32/9 34/23 35/1 35/4 40/15<br><b>greenway</b> [3] 32/14 40/14 62/8<br><b>greenways</b> [1] 31/23<br><b>ground</b> [2] 14/5 33/1<br><b>group</b> [1] 25/12<br><b>grows</b> [2] 35/5 35/6<br><b>guess</b> [9] 8/6 8/24 16/11 17/21 20/23 23/12 37/15 49/14 58/21<br><b>guide</b> [1] 59/18<br><b>guidelines</b> [1] 15/3 | <b>hear</b> [1] 58/7<br><b>heard</b> [1] 65/16<br><b>hearing</b> [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<br><b>hearings</b> [1] 5/12<br><b>Heather</b> [1] 1/16<br><b>Heights</b> [3] 61/17 63/17 64/2<br><b>held</b> [1] 35/20<br><b>help</b> [2] 14/18 55/4<br><b>here</b> [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<br><b>hereby</b> [1] 68/7<br><b>higher</b> [1] 62/24<br><b>highlighted</b> [2] 36/17 54/10<br><b>highlighting</b> [1] 54/14<br><b>Highway</b> [1] 49/14<br><b>hilly</b> [1] 55/25<br><b>historic</b> [5] 36/14 36/16 36/19 36/23 37/11<br><b>hold</b> [2] 8/18 11/23<br><b>hole</b> [1] 16/14<br><b>homes</b> [3] 25/7 25/22 62/5<br><b>hope</b> [3] 23/17 56/17 56/18<br><b>hopefully</b> [2] 53/16 57/11<br><b>horizontally</b> [2] 29/19 29/25<br><b>hour</b> [2] 4/5 53/10<br><b>house</b> [2] 35/19 35/19<br><b>house to</b> [1] 35/19<br><b>housed</b> [1] 35/19<br><b>housed to</b> [1] 35/19<br><b>households</b> [3] 39/4 62/3 64/10<br><b>housing</b> [3] 14/1 61/21 62/4<br><b>how</b> [11] 8/3 9/11 46/19 52/5 52/6 53/3 56/10 56/15 56/16 58/17 63/15<br><b>However</b> [2] 13/5 42/1<br><b>Hub</b> [1] 35/6<br><b>huh</b> [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 | <b>I've</b> [1] 65/16<br><b>ice</b> [1] 35/16<br><b>idea</b> [7] 42/21 42/24 45/13 45/18 49/6 57/15 67/14<br><b>identified</b> [5] 36/24 44/23 61/7 61/23 64/11<br><b>identifying</b> [1] 63/19<br><b>identity</b> [2] 53/22 53/25<br><b>if</b> [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<br><b>II</b> [10] 45/7 45/8 46/10 46/25 47/1 47/3 47/6 47/7 47/12 47/16<br><b>III</b> [2] 45/8 47/16<br><b>IL</b> [3] 1/24 68/13 68/14<br><b>IL-CSR</b> [3] 1/24 68/13 68/14<br><b>Illinois</b> [1] 68/5<br><b>impact</b> [1] 18/18<br><b>impacts</b> [1] 30/11<br><b>impervious</b> [5] 17/18 17/25 20/12 20/18 35/25<br><b>implement</b> [1] 14/21<br><b>implementation</b> [2] 41/2 41/6<br><b>important</b> [11] 30/8 30/8 30/9 32/16 32/18 44/10 50/15 60/19 61/6 63/5 63/8<br><b>improve</b> [5] 6/14 14/17 14/17 38/23 57/2<br><b>improved</b> [2] 41/14 44/9<br><b>improvement</b> [3] 22/15 59/14 62/21<br><b>improvements</b> [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<br><b>in</b> [205]<br><b>inaudible</b> [1] 19/16<br><b>Inc</b> [1] 1/23<br><b>incentive</b> [5] 16/10 16/18 17/2 17/3 19/19<br><b>incentives</b> [2] 15/5 21/7<br><b>incentivize</b> [8] 15/16 15/21 16/6 18/12 20/11 21/22 22/3 22/8<br><b>incentivized</b> [2] 17/3 | 17/23<br><b>incentivizing</b> [2] 15/6 19/16<br><b>inclined</b> [1] 11/9<br><b>include</b> [9] 25/19 26/20 28/20 29/21 32/8 35/13 62/1 62/16 63/5<br><b>included</b> [6] 7/4 7/16 13/3 27/5 38/14 64/10<br><b>includes</b> [1] 25/6<br><b>including</b> [4] 27/9 28/2 39/10 62/17<br><b>incorporated</b> [1] 48/7<br><b>incorporating</b> [2] 48/4 52/9<br><b>incorporation</b> [1] 50/16<br><b>incorrect</b> [1] 12/22<br><b>increase</b> [9] 17/4 19/19 22/6 59/4 62/1 62/3 62/17 62/18 62/19<br><b>increased</b> [3] 62/3 62/9 62/20<br><b>increasingly</b> [1] 47/25<br><b>incremental</b> [1] 13/21<br><b>incrementally</b> [1] 44/16<br><b>indicated</b> [1] 54/2<br><b>indication</b> [1] 49/8<br><b>infrastructure</b> [2] 13/14 62/22<br><b>inherently</b> [1] 59/13<br><b>initial</b> [1] 8/8<br><b>initiative</b> [1] 7/1<br><b>Innovation</b> [1] 35/6<br><b>Innovations</b> [1] 13/19<br><b>input</b> [2] 25/12 25/14<br><b>inquiry</b> [1] 38/14<br><b>inside</b> [1] 35/16<br><b>inspection</b> [1] 62/18<br><b>installations</b> [1] 54/8<br><b>instance</b> [4] 15/22 42/3 54/24 57/14<br><b>institutional</b> [8] 27/2 27/3 27/9 27/17 28/14 30/7 30/15 31/3<br><b>institutions</b> [1] 13/16<br><b>intended</b> [1] 26/3<br><b>intent</b> [1] 48/23<br><b>intents</b> [1] 10/20<br><b>inter</b> [2] 57/11 57/23<br><b>inter-connectivity</b> [2] 57/11 57/23<br><b>interconnected</b> [1] 31/22<br><b>interest</b> [2] 58/11 58/11<br><b>interfaces</b> [1] 24/3<br><b>interfering</b> [1] 51/10<br><b>interiors</b> [1] 29/4<br><b>internal</b> [2] 18/17 19/7<br><b>interpreted</b> [1] 49/20<br><b>Interstate</b> [1] 54/4<br><b>interval</b> [1] 39/2<br><b>into</b> [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<br><b>intra</b> [1] 39/16<br><b>intra-city</b> [1] 39/16<br><b>investment</b> [1] 19/5<br><b>involve</b> [1] 10/2<br><b>involved</b> [4] 9/16 9/21 10/6 11/4<br><b>involvement</b> [1] 55/1<br><b>is</b> [133]<br><b>isn't</b> [1] 59/22<br><b>issue</b> [4] 11/6 12/9 34/20 50/2<br><b>issues</b> [1] 49/12<br><b>it</b> [101]<br><b>it and</b> [1] 35/17<br><b>it's</b> [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<br><b>item</b> [3] 5/20 5/21 67/4<br><b>items</b> [1] 4/13<br><b>iterations</b> [2] 13/2 27/24<br><b>its</b> [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<br><b>itself</b> [1] 23/16<br><b>IV</b> [1] 36/13 |
| <b>H</b><br><b>H3</b> [1] 5/9<br><b>had</b> [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<br><b>Hal</b> [3] 42/12 42/13 51/2<br><b>half</b> [2] 4/5 39/2<br><b>halfway</b> [1] 4/9<br><b>hall</b> [3] 1/15 2/7 11/20<br><b>handle</b> [2] 52/5 52/6<br><b>Hang</b> [1] 34/11<br><b>happen</b> [2] 37/23 55/22<br><b>happy</b> [3] 9/14 17/9 45/25<br><b>hard</b> [2] 15/17 59/23<br><b>Harris</b> [3] 42/12 42/13 51/2<br><b>has</b> [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<br><b>have</b> [71]<br><b>haven't</b> [2] 36/10 67/16<br><b>having</b> [6] 20/15 41/4 44/9 57/6 61/3 61/4<br><b>healthcare</b> [1] 27/18                                                                                                                                                   | <b>I</b><br><b>I'd</b> [5] 9/14 11/9 18/9 45/25 58/7<br><b>I'm</b> [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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <b>J</b><br><b>Jaggi</b> [2] 1/18 2/21<br><b>Jason</b> [4] 1/18 2/21 8/21 9/11<br><b>Jessica</b> [2] 1/19 3/1<br><b>Jewish</b> [3] 65/11 65/18 65/19<br><b>job</b> [1] 48/3<br><b>Judy</b> [2] 4/22 34/18<br><b>jumping</b> [1] 17/14<br><b>juncture</b> [1] 25/13<br><b>just</b> [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                                         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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>K</b><br><b>Kansas</b> [1] 68/6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                            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| <b>K</b><br><b>keep</b> [6] 6/11 8/6 8/10<br>9/6 11/24 63/6<br><b>keeping</b> [2] 10/10<br>11/12<br><b>Kelly</b> [2] 1/18 2/23<br><b>key</b> [10] 14/3 28/17<br>29/21 31/20 39/9 44/23<br>47/18 54/3 54/10 54/15<br><b>keyed</b> [1] 45/14<br><b>kids</b> [1] 59/5<br><b>kind</b> [11] 11/7 11/18<br>17/9 19/17 20/21 22/15<br>38/3 52/21 60/3 65/9<br>66/16<br><b>kinds</b> [1] 51/16<br><b>Kistner</b> [1] 1/14<br><b>know</b> [32] 4/21 7/21<br>9/3 9/4 9/5 16/14 19/9<br>19/23 20/17 20/21 22/6<br>22/14 23/6 23/10 23/19<br>24/8 31/1 34/9 41/21<br>43/3 44/2 44/9 48/25<br>50/1 50/5 51/5 51/25<br>51/25 52/5 59/21 59/22<br>64/14<br><b>known</b> [1] 25/4<br><b>knows</b> [1] 11/22<br><b>KS</b> [3] 1/24 68/13<br>68/14<br><b>KS-CCR</b> [3] 1/24 68/13<br>68/14 | 17/3 21/1<br><b>LEDs</b> [2] 20/4 20/14<br><b>left</b> [3] 12/24 52/21<br>66/3<br><b>legal</b> [1] 43/4<br><b>less</b> [6] 10/18 35/25<br>36/1 58/22 58/22 67/19<br><b>let</b> [1] 5/3<br><b>let's</b> [1] 53/14<br><b>level</b> [5] 15/17 45/24<br>45/24 49/13 58/24<br><b>life</b> [1] 36/3<br><b>light</b> [1] 9/15<br><b>lighter</b> [1] 42/23<br><b>lighting</b> [7] 15/7 15/22<br>17/4 18/13 19/3 21/2<br>54/18<br><b>like</b> [19] 14/20 16/17<br>18/9 19/9 19/25 20/21<br>20/21 21/10 25/20<br>26/16 31/9 34/6 36/16<br>42/6 42/20 43/6 46/6<br>56/6 67/3<br><b>likely</b> [1] 61/8<br><b>Likewise</b> [1] 14/13<br><b>limitation</b> [2] 14/5<br>14/13<br><b>limitations</b> [2] 14/25<br>45/4<br><b>limited</b> [1] 50/8<br><b>limiting</b> [1] 19/19<br><b>Lindbergh</b> [12] 12/25<br>13/1 13/12 14/11 14/16<br>15/12 22/16 23/4 23/13<br>26/23 47/11 54/5<br><b>line</b> [5] 23/10 56/11<br>63/16 63/17 64/4<br><b>lines</b> [7] 28/22 29/8<br>30/21 39/24 40/4 40/7<br>40/15<br><b>link</b> [1] 57/15<br><b>list</b> [2] 20/2 22/16<br><b>little</b> [9] 10/18 10/24<br>20/2 23/2 23/19 36/20<br>37/24 40/2 64/12<br><b>live</b> [3] 36/12 42/13<br>55/24<br><b>loan</b> [1] 54/24<br><b>local</b> [4] 52/1 55/1<br>55/6 63/1<br><b>located</b> [6] 27/14<br>29/23 45/17 59/13 62/9<br>62/14<br><b>location</b> [1] 14/9<br><b>locations</b> [1] 53/21<br><b>logic</b> [1] 18/11<br><b>logical</b> [3] 62/12 63/19<br>64/4<br><b>long</b> [6] 18/17 19/11<br>19/12 22/14 24/19 57/6<br><b>long-term</b> [1] 18/17<br><b>longer</b> [4] 7/5 7/12<br>7/24 28/9<br><b>longer-term</b> [1] 7/5<br><b>longterm</b> [2] 10/24<br>57/2<br><b>look</b> [7] 3/14 10/16<br>24/8 31/1 44/3 56/24 | 59/25<br><b>looked</b> [4] 27/23 37/16<br>45/5 63/19<br><b>looking</b> [11] 5/16 8/13<br>16/18 17/14 36/15 47/6<br>49/21 54/23 55/5 56/11<br>64/2<br><b>looks</b> [1] 46/6<br><b>lose</b> [2] 34/25 35/1<br><b>lot</b> [18] 13/4 13/5 15/2<br>15/22 24/2 24/2 24/7<br>27/12 28/15 28/20 29/1<br>29/19 29/25 30/18 36/2<br>41/18 42/23 44/7<br><b>lots</b> [5] 14/8 29/4<br>29/17 29/18 35/25<br><b>Louis</b> [9] 1/25 25/16<br>39/9 60/21 60/24 61/16<br>62/2 62/24 68/2<br><b>low</b> [4] 15/6 17/3 48/1<br>49/20<br><b>low-voltage</b> [2] 15/6<br>17/3<br><b>Lumley</b> [5] 1/17 2/18<br>12/15 12/21 67/6<br><b>Lyonais</b> [1] 34/18 | 11/23 16/5 48/11 58/10<br>58/11 58/12 58/21<br>58/22 58/22 66/17<br>67/14<br><b>maybe</b> [11] 11/8 15/15<br>17/13 24/6 30/17 52/24<br>53/1 53/2 53/3 56/8<br>66/7<br><b>McCoy</b> [3] 36/11 36/12<br>38/13<br><b>McLaughlin</b> [4] 1/23<br>1/24 68/4 68/14<br><b>me</b> [2] 7/12 37/7<br><b>mean</b> [12] 15/20 15/21<br>16/10 17/22 18/11 19/6<br>19/23 34/1 42/22 50/22<br>58/5 58/20<br><b>means</b> [1] 28/24<br><b>measured</b> [2] 29/19<br>29/25<br><b>measures</b> [2] 52/2<br>52/19<br><b>mechanisms</b> [1] 21/23<br><b>median</b> [1] 46/7<br><b>meeting</b> [18] 2/2 3/13<br>5/17 26/19 37/1 37/4<br>37/12 37/13 37/13<br>44/19 55/22 66/7 66/9<br>66/10 66/13 66/15<br>66/18 67/2<br><b>meetings</b> [1] 36/23<br><b>member</b> [1] 26/20<br><b>mention</b> [3] 12/10<br>12/16 12/23<br><b>mentioned</b> [1] 37/17<br><b>meshed</b> [1] 18/10<br><b>microphone</b> [1] 34/12<br><b>middle</b> [2] 55/25 62/14<br><b>might</b> [8] 8/25 17/23<br>19/20 20/22 51/16 57/7<br>59/6 64/1<br><b>mile</b> [2] 39/2 39/5<br><b>miles</b> [1] 61/20<br><b>Millstone</b> [1] 65/12<br><b>miniature</b> [1] 35/14<br><b>minimum</b> [4] 17/5<br>27/13 27/21 30/3<br><b>minor</b> [1] 10/4<br><b>minute</b> [2] 67/7 67/18<br><b>minutes</b> [5] 3/12 3/13<br>3/15 53/10 67/24<br><b>Mirowitz</b> [2] 43/14<br>43/17<br><b>MISSOURI</b> [3] 1/2 68/1<br>68/5<br><b>mistakenly</b> [1] 12/14<br><b>mix</b> [1] 47/12<br><b>mixed</b> [8] 13/8 13/13<br>14/25 45/8 45/8 47/15<br>47/16 54/25<br><b>mixed-use</b> [8] 13/8<br>13/13 14/25 45/8 45/8<br>47/15 47/16 54/25<br><b>MO</b> [4] 1/24 1/25 68/13<br>68/14<br><b>MO-CCR</b> [3] 1/24<br>68/13 68/14<br><b>mobility</b> [3] 38/25 | 57/12 60/1<br><b>modes</b> [1] 44/14<br><b>MoDOT</b> [1] 49/14<br><b>MONDAY</b> [2] 1/4 26/17<br><b>monetary</b> [2] 16/12<br>16/14<br><b>Monsanto</b> [2] 13/18<br>13/18<br><b>months</b> [1] 55/5<br><b>Montmartre</b> [1] 36/13<br><b>monument</b> [2] 12/19<br>15/1<br><b>moot</b> [1] 11/7<br><b>more</b> [25] 9/1 13/9<br>16/13 19/3 19/23 20/2<br>21/6 23/7 23/19 24/6<br>32/5 32/5 36/3 36/20<br>39/4 41/5 41/6 46/17<br>51/17 58/23 59/14<br>62/12 62/12 64/12 66/6<br><b>most</b> [2] 35/3 44/24<br><b>motion</b> [3] 3/5 67/20<br>67/21<br><b>move</b> [13] 3/6 3/15<br>7/22 12/1 20/5 31/12<br>35/9 48/1 53/8 56/16<br>56/16 58/12 67/6<br><b>Moved</b> [1] 3/17<br><b>moving</b> [7] 10/12<br>12/24 27/1 33/16 43/6<br>44/12 47/25<br><b>Mr</b> [14] 1/14 1/15 1/16<br>1/17 1/17 1/18 2/11 3/8<br>21/19 21/19 24/22<br>26/17 26/18 67/6<br><b>Mr.</b> [8] 2/5 2/9 2/15<br>3/17 12/15 12/21 26/19<br>38/13<br><b>Mr. Breitweiser's</b> [1]<br>26/19<br><b>Mr. Carney</b> [1] 2/5<br><b>Mr. Lumley</b> [2] 12/15<br>12/21<br><b>Mr. Magruder</b> [1] 2/9<br><b>Mr. McCoy</b> [1] 38/13<br><b>Mr. Schuh</b> [2] 2/15<br>3/17<br><b>Ms</b> [6] 1/14 1/15 1/16<br>1/18 1/19 2/7<br><b>Ms.</b> [2] 2/13 3/19<br><b>Ms. Silverman</b> [2]<br>2/13 3/19<br><b>much</b> [10] 35/4 36/6<br>38/9 43/2 43/8 46/16<br>48/18 55/19 55/20<br>66/25<br><b>multibuilding</b> [1]<br>27/16<br><b>multifamily</b> [4] 14/1<br>14/20 25/21 26/11<br><b>multimodal</b> [2] 49/17<br>50/7<br><b>multiple</b> [2] 27/21<br>28/25<br><b>multiuse</b> [7] 32/10<br>32/11 35/18 41/25<br>43/23 44/3 44/4<br><b>municipal</b> [2] 5/24 |
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| <p><b>M</b></p> <p>municipal... [1] 6/11</p> <p>municipality [1] 60/23</p> <p>Muriel [1] 1/15</p> <p>my [5] 5/9 8/17 11/3 37/22 58/13</p> <hr/> <p><b>N</b></p> <p>name [3] 5/9 34/17 51/1</p> <p>narrative [4] 48/6 48/7 49/2 50/15</p> <p>narrow [3] 41/24 42/21 42/25</p> <p>narrower [1] 47/8</p> <p>Neal [2] 4/22 24/24</p> <p>necessarily [1] 59/9</p> <p>necessary [2] 43/5 66/17</p> <p>necessity [1] 20/11</p> <p>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</p> <p>needs [2] 9/17 9/18</p> <p>negative [1] 30/11</p> <p>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</p> <p>neighborhoods [3] 32/13 58/9 59/24</p> <p>neighboring [1] 14/8</p> <p>network [5] 31/22 32/8 44/11 46/2 60/1</p> <p>neutral [1] 63/9</p> <p>never [1] 65/16</p> <p>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</p> <p>next [9] 17/14 27/1 29/14 31/12 32/18 38/19 38/19 66/15 67/2</p> <p>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</p> <p>non [5] 15/11 16/12 26/6 33/24 57/1</p> <p>Non-monetary [1] 16/12</p> <p>non-publicly [1] 33/24</p> <p>Non-Residential [1] 15/11</p> <p>non-single [1] 26/6</p> <p>non-through [1] 57/1</p> <p>none [1] 4/1</p> <p>nonresidential [1] 28/18</p> <p>north [5] 1/3 6/24 39/22 39/22 61/9</p> <p>northern [2] 61/10 61/13</p> <p>not [52] 3/25 5/2 6/6 8/15 8/24 10/2 11/22</p> | <p>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</p> <p>notated [1] 62/23</p> <p>note [2] 32/16 32/18</p> <p>noted [1] 26/16</p> <p>NOVEMBER [7] 1/4 2/3 3/12 5/18 5/23 6/25 26/17</p> <p>November 21st [2] 2/3 26/17</p> <p>November 7th [1] 3/12</p> <p>November 8th [2] 5/23 6/25</p> <p>now [10] 3/23 6/25 7/21 10/16 20/15 22/1 22/24 27/23 48/16 49/20</p> <p>number [2] 57/1 57/20</p> <p>numbers [2] 19/12 19/16</p> <hr/> <p><b>O</b></p> <p>object [1] 26/9</p> <p>objection [2] 12/5 67/22</p> <p>objective [6] 31/20 38/23 44/13 44/18 53/20 53/24</p> <p>objectives [3] 37/10 52/1 55/12</p> <p>obtaining [1] 23/6</p> <p>obvious [1] 34/2</p> <p>obviously [7] 6/25 15/17 17/17 33/23 57/16 59/21 66/6</p> <p>occur [1] 32/23</p> <p>off [9] 11/9 12/24 17/18 17/18 18/8 31/22 32/14 40/21 51/7</p> <p>off-site [1] 18/8</p> <p>off-street [3] 31/22 32/14 40/21</p> <p>offers [1] 59/2</p> <p>office [3] 13/13 13/23 27/17</p> <p>often [2] 41/18 48/11</p> <p>Oh [11] 5/6 17/8 18/23 34/15 37/2 37/8 37/14 43/11 46/11 67/10 67/20</p> <p>Olde [2] 6/19 6/23</p> <p>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</p> <p>on [103]</p> <p>one [43] 3/13 4/5 4/5</p> | <p>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</p> <p>one-half [1] 39/2</p> <p>one-time [1] 19/3</p> <p>ones [2] 18/14 28/17</p> <p>ongoing [1] 18/22</p> <p>only [6] 8/17 11/3 25/22 32/21 48/17 66/3</p> <p>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</p> <p>operated [1] 33/24</p> <p>opportunities [3] 41/1 41/2 54/7</p> <p>opportunity [3] 3/23 10/13 10/14</p> <p>opposed [3] 14/24 17/2 34/20</p> <p>opposition [1] 63/1</p> <p>option [8] 8/7 8/10 8/19 9/6 10/18 10/18 11/24 63/6</p> <p>optional [2] 27/11 46/8</p> <p>options [5] 57/12 57/20 59/3 60/2 61/3</p> <p>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</p> <p>order [3] 33/7 60/22 61/2</p> <p>ordinance [1] 42/1</p> <p>organizations [1] 55/6</p> <p>oriented [1] 13/23</p> <p>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</p> <p>others [3] 28/18 50/7</p> | <p>59/16</p> <p>otherwise [1] 25/4</p> <p>ought [1] 48/7</p> <p>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</p> <p>ourselves [2] 16/4 23/7</p> <p>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</p> <p>outbuildings [1] 27/11</p> <p>outer [3] 29/2 29/2 39/23</p> <p>outlined [1] 39/8</p> <p>over [11] 6/12 9/16 11/21 14/2 23/24 28/16 50/6 51/13 54/19 62/9 62/21</p> <p>overall [7] 32/3 33/17 44/11 44/11 46/2 55/12 60/1</p> <p>overlay [3] 27/8 48/17 49/19</p> <p>overlays [1] 29/12</p> <p>overreach [1] 8/13</p> <p>own [2] 20/14 28/6</p> <p>owned [3] 32/23 32/25 33/24</p> <p>owners [4] 15/25 33/4 40/22 57/18</p> <hr/> <p><b>P</b></p> <p>p.m [2] 1/5 67/25</p> <p>package [1] 22/8</p> <p>packet [1] 38/14</p> <p>page [5] 24/25 25/1 32/1 43/12 65/9</p> <p>pages [3] 5/25 12/13 45/10</p> <p>paragraph [4] 17/14 38/3 48/6 48/7</p> <p>paragraphs [1] 36/21</p> <p>parallel [3] 40/11 40/11 45/23</p> <p>parent [1] 56/1</p> <p>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</p> <p>parking [2] 14/9 45/23</p> <p>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</p> <p>part [9] 5/4 11/5 23/24 38/15 40/25 41/4 44/10 51/7 55/21</p> <p>participate [1] 23/18</p> | <p>participated [2] 25/10 25/12</p> <p>particular [5] 13/2 24/17 24/18 54/17 56/18</p> <p>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</p> <p>partnership [1] 55/7</p> <p>partnerships [2] 54/20 55/5</p> <p>parts [1] 40/25</p> <p>pass [1] 43/5</p> <p>passed [2] 10/15 20/13</p> <p>passing [1] 42/20</p> <p>past [2] 9/17 9/21</p> <p>path [4] 41/25 43/23 44/3 44/4</p> <p>paths [2] 31/22 35/14</p> <p>pathway [1] 41/12</p> <p>pathways [4] 32/11 32/13 40/10 40/11</p> <p>pattern [1] 62/13</p> <p>pause [2] 7/9 10/8</p> <p>Paved [1] 40/4</p> <p>pavement [3] 15/4 18/21 29/15</p> <p>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</p> <p>pedestrians [3] 42/19 42/25 57/13</p> <p>people [6] 24/19 34/25 35/3 36/2 36/5 42/19</p> <p>percent [2] 49/23 54/25</p> <p>percentage [1] 30/3</p> <p>performing [1] 55/3</p> <p>perhaps [3] 24/5 42/19 49/15</p> <p>permanent [1] 48/16</p> <p>perspective [1] 18/20</p> <p>pertain [1] 34/19</p> <p>pertains [1] 41/8</p> <p>pervious [8] 15/4 17/4 17/18 18/8 18/21 19/20 20/12 29/15</p> <p>physical [5] 40/3 63/19 63/20 63/20 64/4</p> <p>pick [1] 46/3</p> <p>pickup [1] 62/20</p> <p>picture [1] 11/24</p> <p>pin [1] 15/17</p> <p>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</p> <p>placemaking [1] 53/25</p> |
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| <p><b>P</b></p> <p><b>places</b> [2] 36/24 41/24</p> <p><b>plan</b> [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</p> <p><b>planned</b> [2] 28/7 62/8</p> <p><b>Planner</b> [2] 1/18 2/23</p> <p><b>planning</b> [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</p> <p><b>Plant</b> [3] 13/19 28/3 28/5</p> <p><b>play</b> [1] 51/5</p> <p><b>please</b> [2] 34/14 42/8</p> <p><b>point</b> [8] 8/14 11/8 11/10 19/13 20/24 33/10 43/21 64/22</p> <p><b>points</b> [1] 54/3</p> <p><b>police</b> [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</p> <p><b>policies</b> [1] 52/13</p> <p><b>policing</b> [1] 64/15</p> <p><b>policy</b> [2] 44/21 52/18</p> <p><b>pool</b> [1] 62/2</p> <p><b>poorer</b> [1] 57/23</p> <p><b>population</b> [1] 62/6</p> <p><b>portion</b> [11] 22/20 22/25 23/16 41/13 42/6 46/4 48/6 49/3 61/9 61/15 61/17</p> <p><b>portions</b> [1] 41/16</p> <p><b>portrayed</b> [1] 12/14</p> <p><b>position</b> [1] 55/21</p> <p><b>possibility</b> [4] 8/6 9/7 9/10 11/21</p> <p><b>possible</b> [5] 20/25 35/4 35/23 48/25 48/25</p> <p><b>possibles</b> [1] 35/20</p> <p><b>possibly</b> [3] 22/20 35/13 35/16</p> <p><b>postpone</b> [1] 5/22</p> <p><b>potential</b> [5] 32/6 60/17 63/5 63/12 64/3</p> <p><b>potentially</b> [3] 11/23 44/4 54/24</p> <p><b>practical</b> [1] 50/1</p> <p><b>practices</b> [7] 15/6 15/10 21/10 21/21 22/4 22/9 32/7</p> <p><b>preclude</b> [1] 11/12</p> <p><b>precluded</b> [1] 8/10</p> <p><b>predominantly</b> [2] 13/22 40/8</p> <p><b>predominately</b> [1] 47/20</p> | <p><b>preface</b> [1] 55/18</p> <p><b>prefer</b> [2] 35/3 58/10</p> <p><b>preliminary</b> [1] 64/14</p> <p><b>prepared</b> [1] 49/23</p> <p><b>present</b> [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</p> <p><b>presentation</b> [4] 5/3 12/12 12/14 12/22</p> <p><b>presented</b> [2] 25/15 45/10</p> <p><b>preservation</b> [4] 29/22 36/14 36/16 36/19</p> <p><b>preserve</b> [1] 61/2</p> <p><b>preserved</b> [1] 30/4</p> <p><b>pretty</b> [3] 10/15 10/19 52/17</p> <p><b>previous</b> [1] 26/23</p> <p><b>primarily</b> [3] 9/18 29/24 39/19</p> <p><b>primary</b> [8] 13/25 14/4 27/11 27/21 28/21 28/25 30/20 32/9</p> <p><b>principal</b> [1] 5/9</p> <p><b>principle</b> [1] 57/20</p> <p><b>principles</b> [3] 44/19 45/20 52/4</p> <p><b>prior</b> [1] 24/20</p> <p><b>privately</b> [1] 32/23</p> <p><b>probably</b> [3] 8/21 37/24 49/5</p> <p><b>problematic</b> [1] 64/16</p> <p><b>proceed</b> [1] 60/23</p> <p><b>proceeds</b> [1] 10/3</p> <p><b>process</b> [5] 5/17 6/2 8/15 58/1 63/25</p> <p><b>Professional</b> [1] 68/4</p> <p><b>profiles</b> [3] 48/5 49/3 50/20</p> <p><b>program</b> [3] 54/24 54/25 55/3</p> <p><b>programming</b> [2] 54/20 55/7</p> <p><b>prohibiting</b> [1] 25/21</p> <p><b>prohibits</b> [1] 42/2</p> <p><b>promote</b> [1] 53/21</p> <p><b>properties</b> [7] 14/15 26/1 26/8 26/11 28/2 30/7 62/11</p> <p><b>property</b> [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</p> <p><b>proposal</b> [2] 25/18 26/10</p> <p><b>propose</b> [1] 44/25</p> <p><b>proposed</b> [4] 12/18 14/23 32/20 63/2</p> <p><b>proposes</b> [1] 39/13</p> <p><b>proposing</b> [1] 67/11</p> <p><b>protected</b> [1] 26/4</p> <p><b>provide</b> [9] 28/22 29/14 32/5 38/24 39/15 45/18 57/11 59/24 64/4</p> <p><b>provided</b> [7] 25/11 25/14 29/20 32/1 33/9</p> | <p>33/14 63/21</p> <p><b>provides</b> [2] 13/14 58/25</p> <p><b>providing</b> [3] 6/8 49/16 58/11</p> <p><b>provision</b> [1] 45/21</p> <p><b>proximity</b> [1] 35/21</p> <p><b>public</b> [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</p> <p><b>publically</b> [1] 33/24</p> <p><b>publicly</b> [1] 33/24</p> <p><b>pulled</b> [2] 13/6 28/5</p> <p><b>purple</b> [1] 39/24</p> <p><b>purposes</b> [1] 10/20</p> <p><b>pursue</b> [2] 41/2 63/7</p> <p><b>pushing</b> [1] 42/19</p> <p><b>put</b> [2] 9/25 19/16</p> <p><b>putting</b> [3] 19/12 56/5 58/9</p> <p><b>Q</b></p> <p><b>qualitative</b> [1] 45/6</p> <p><b>quarter</b> [1] 39/4</p> <p><b>question</b> [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</p> <p><b>questions</b> [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</p> <p><b>quick</b> [1] 55/14</p> <p><b>quickly</b> [1] 20/5</p> <p><b>quite</b> [1] 30/7</p> <p><b>quote</b> [1] 25/25</p> <p><b>R</b></p> <p><b>rabbit</b> [1] 16/13</p> <p><b>ran</b> [1] 55/23</p> <p><b>range</b> [1] 35/13</p> <p><b>rather</b> [6] 15/21 16/6 17/24 35/24 43/2 62/14</p> <p><b>read</b> [3] 17/13 38/21 46/23</p> <p><b>reading</b> [1] 24/8</p> <p><b>reads</b> [1] 27/16</p> <p><b>Ready</b> [1] 43/9</p> <p><b>real</b> [2] 9/5 55/14</p> <p><b>realize</b> [1] 34/25</p> <p><b>really</b> [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</p> | <p><b>realm</b> [4] 23/22 24/3 24/10 45/22</p> <p><b>reason</b> [2] 26/9 33/8</p> <p><b>reasons</b> [1] 15/22</p> <p><b>recall</b> [2] 6/1 52/10</p> <p><b>received</b> [3] 26/18 26/18 26/21</p> <p><b>received Mr</b> [1] 26/18</p> <p><b>recently</b> [1] 45/3</p> <p><b>recess</b> [3] 67/7 67/11 67/19</p> <p><b>reclassified</b> [1] 13/7</p> <p><b>recognizable</b> [1] 53/22</p> <p><b>recommend</b> [3] 7/23 58/8 58/16</p> <p><b>recommendation</b> [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</p> <p><b>recommendations</b> [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</p> <p><b>recommended</b> [7] 7/19 12/18 14/5 27/22 31/24 32/17 32/21</p> <p><b>recommending</b> [1] 15/10</p> <p><b>record</b> [4] 12/11 26/16 34/17 38/15</p> <p><b>Recorder</b> [1] 25/17</p> <p><b>Recording</b> [2] 1/19 3/1</p> <p><b>recreation</b> [9] 31/15 31/19 32/9 33/18 34/19 40/17 40/19 54/12 57/10</p> <p><b>recreational</b> [1] 35/13</p> <p><b>Recreations</b> [3] 36/14 37/20 37/21</p> <p><b>red</b> [2] 47/17 54/10</p> <p><b>redevelop</b> [3] 6/13 6/16 6/21</p> <p><b>redevelopment</b> [2] 9/2 28/7</p> <p><b>reduce</b> [1] 14/16</p> <p><b>reduced</b> [1] 68/9</p> <p><b>reference</b> [4] 13/17 22/24 24/6 52/24</p> <p><b>referred</b> [1] 65/16</p> <p><b>refinements</b> [1] 66/9</p> <p><b>reflect</b> [1] 29/9</p> <p><b>reflective</b> [1] 15/7</p> <p><b>regarding</b> [3] 18/17 25/1 25/11</p> <p><b>regional</b> [4] 39/7 39/15</p> | <p>40/25 62/8</p> <p><b>Registered</b> [1] 6.1.y</p> <p><b>regular</b> [3] 4/13 59/6 66/15</p> <p><b>regulations</b> [1] 29/1</p> <p><b>regulatory</b> [2] 17/2 21/7</p> <p><b>rehabilitation</b> [1] 48/21</p> <p><b>related</b> [3] 10/4 36/18 37/11</p> <p><b>relates</b> [2] 21/1 56/20</p> <p><b>relationship</b> [1] 28/22</p> <p><b>relative</b> [1] 37/11</p> <p><b>relatively</b> [3] 10/4 28/13 29/5</p> <p><b>relevant</b> [2] 7/13 28/10</p> <p><b>religious</b> [1] 27/9</p> <p><b>remained</b> [1] 28/12</p> <p><b>reminder</b> [1] 24/14</p> <p><b>remiss</b> [1] 16/23</p> <p><b>remove</b> [1] 12/5</p> <p><b>removed</b> [1] 7/8</p> <p><b>removing</b> [1] 7/23</p> <p><b>renovation</b> [1] 48/16</p> <p><b>renovations</b> [1] 8/5</p> <p><b>repair</b> [1] 49/19</p> <p><b>reported</b> [1] 68/7</p> <p><b>reporter</b> [7] 5/1 36/11 42/12 68/5 68/5 68/6 68/7</p> <p><b>Reporting</b> [1] 1/23</p> <p><b>representation</b> [1] 13/10</p> <p><b>representatives</b> [1] 25/13</p> <p><b>representing</b> [1] 25/3</p> <p><b>requests</b> [2] 52/1 52/19</p> <p><b>require</b> [2] 40/21 48/18</p> <p><b>requirement</b> [1] 18/24</p> <p><b>requirements</b> [1] 48/18</p> <p><b>research</b> [1] 27/17</p> <p><b>reserved</b> [1] 47/11</p> <p><b>resident</b> [1] 62/19</p> <p><b>residential</b> [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</p> <p><b>residents</b> [4] 9/9 35/8 38/25 52/20</p> <p><b>responded</b> [2] 3/10 3/21</p> <p><b>restriction</b> [1] 12/18</p> <p><b>restrictions</b> [4] 20/12 25/16 25/21 25/24</p> <p><b>result</b> [2] 30/11 35/25</p> <p><b>resume</b> [2] 4/6 4/15</p> <p><b>retail</b> [1] 13/25</p> <p><b>revenue</b> [1] 62/3</p> <p><b>revise</b> [2] 17/9 46/14</p> <p><b>revised</b> [1] 5/11</p> <p><b>revising</b> [1] 42/1</p> <p><b>revision</b> [1] 25/11</p> |
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| <b>R</b><br><b>revisions [1]</b> 66/17<br><b>ride [1]</b> 44/8<br><b>right [33]</b> 16/15 16/23<br>17/11 18/2 18/6 19/14<br>20/16 21/4 21/8 21/11<br>21/12 21/24 22/11<br>22/22 22/24 30/18 34/3<br>34/10 34/22 37/6 43/4<br>43/9 45/3 48/22 55/24<br>61/13 62/9 63/21 64/3<br>64/18 67/4 67/18 67/23<br><b>right-of-way [5]</b> 45/3<br>61/13 62/9 63/21 64/3<br><b>rights [1]</b> 50/8<br><b>rights-of-way [1]</b> 50/8<br><b>road [22]</b> 1/3 6/19 6/24<br>11/9 19/15 39/11 39/12<br>39/19 39/22 40/8 40/11<br>41/10 41/11 43/21 44/8<br>45/8 46/6 47/19 47/20<br>51/7 55/23 55/25<br><b>roads [2]</b> 40/1 54/10<br><b>roadway [1]</b> 26/4<br><b>roadways [1]</b> 49/17<br><b>roll [1]</b> 2/4<br><b>roofing [3]</b> 15/7 15/8<br>17/15<br><b>roofs [2]</b> 18/5 18/21<br><b>route [2]</b> 39/5 57/6<br><b>routes [2]</b> 39/15 40/7<br><b>Rovak [2]</b> 1/16 2/11<br><b>row [1]</b> 29/2<br><b>RPR [3]</b> 1/24 68/13<br>68/14<br><b>run [1]</b> 39/10<br><b>running [1]</b> 56/12<br><b>runs [3]</b> 46/4 46/6<br>55/24 | <b>Schuh [3]</b> 1/17 2/15<br>3/17<br><b>Sciences [3]</b> 13/19<br>28/3 28/5<br><b>scope [1]</b> 50/3<br><b>second [4]</b> 3/7 3/8<br>3/18 67/3<br><b>secondary [5]</b> 14/13<br>14/15 28/21 30/21<br>47/18<br><b>Seconded [1]</b> 3/19<br><b>Secretary [2]</b> 1/19 3/1<br><b>section [24]</b> 12/15<br>13/2 24/8 24/9 24/13<br>24/17 24/18 26/23 27/1<br>31/9 31/13 32/18 34/7<br>36/23 37/16 38/11<br>38/19 39/22 50/24<br>55/15 60/11 60/14<br>60/16 65/22<br><b>sections [4]</b> 24/20<br>50/22 53/11 53/12<br><b>see [14]</b> 8/2 8/22 17/25<br>18/9 19/11 37/19 39/25<br>40/5 41/18 43/2 46/19<br>51/17 52/9 66/19<br><b>seeing [2]</b> 4/1 20/4<br><b>seeking [1]</b> 22/20<br><b>seem [2]</b> 36/16 64/12<br><b>seemed [1]</b> 64/4<br><b>seems [1]</b> 7/12<br><b>segment [1]</b> 62/6<br><b>send [1]</b> 66/4<br><b>sense [5]</b> 24/4 38/5<br>46/17 59/1 64/12<br><b>separate [3]</b> 13/6<br>31/14 40/3<br><b>separated [1]</b> 17/22<br><b>separately [3]</b> 29/8<br>30/24 31/18<br><b>series [2]</b> 32/19 45/5<br><b>serious [1]</b> 42/24<br><b>served [2]</b> 56/25 56/25<br><b>service [1]</b> 62/20<br><b>services [3]</b> 1/23<br>45/24 62/19<br><b>sessions [1]</b> 25/12<br><b>set [2]</b> 3/13 27/19<br><b>setbacks [2]</b> 14/8<br>14/14<br><b>several [2]</b> 35/15<br>52/16<br><b>shall [1]</b> 26/3<br><b>share [3]</b> 37/5 37/6<br>42/25<br><b>shared [2]</b> 39/24 42/19<br><b>shed [1]</b> 9/15<br><b>shops [1]</b> 35/15<br><b>Shorthand [1]</b> 68/6<br><b>shortly [1]</b> 23/25<br><b>should [17]</b> 6/7 7/3 7/7<br>8/18 14/7 14/7 19/8<br>19/9 29/4 29/8 29/20<br>31/2 35/24 38/21 53/17<br>63/7 64/13<br><b>shoulders [2]</b> 40/4<br>40/6<br><b>shown [1]</b> 48/13 | <b>side [4]</b> 22/16 25/7<br>39/19 50/2<br><b>sides [1]</b> 62/11<br><b>sidewalk [12]</b> 22/25<br>23/16 40/12 41/14<br>41/17 41/22 41/23<br>42/18 42/21 43/24<br>45/21 56/3<br><b>sidewalks [6]</b> 35/10<br>41/16 42/2 49/21 49/22<br>56/5<br><b>signage [3]</b> 12/15<br>14/22 43/3<br><b>signature [3]</b> 54/8<br>54/9 54/15<br><b>significant [1]</b> 41/13<br><b>signs [2]</b> 12/19 15/1<br><b>Silverman [3]</b> 1/16<br>2/13 3/19<br><b>similar [1]</b> 14/23<br><b>similarity [1]</b> 13/4<br><b>simple [1]</b> 54/16<br><b>simply [1]</b> 32/20<br><b>since [3]</b> 27/24 36/23<br>67/16<br><b>single [7]</b> 25/22 26/4<br>26/6 27/10 27/12 27/21<br>28/11<br><b>single-family [2]</b> 25/22<br>26/4<br><b>sir [1]</b> 55/13<br><b>site [30]</b> 7/22 9/2 9/5<br>9/7 9/10 9/23 10/5<br>10/14 14/17 15/5 15/7<br>16/9 17/3 17/18 17/18<br>17/23 18/8 18/12 19/2<br>19/20 21/2 22/2 22/3<br>22/6 27/13 27/19 27/21<br>29/16 30/4 35/12<br><b>sites [3]</b> 27/13 29/12<br>37/11<br><b>situation [1]</b> 20/22<br><b>situations [1]</b> 48/16<br><b>size [2]</b> 27/22 34/24<br><b>sizes [1]</b> 13/4<br><b>slide [1]</b> 38/20<br><b>slightly [3]</b> 24/6 47/7<br>47/7<br><b>sliver [1]</b> 64/16<br><b>slow [1]</b> 43/6<br><b>slow-moving [1]</b> 43/6<br><b>slows [1]</b> 51/9<br><b>small [3]</b> 40/13 57/15<br>64/16<br><b>smaller [4]</b> 28/14<br>28/14 39/14 62/5<br><b>snow [1]</b> 35/17<br><b>so [97]</b><br><b>Solomon [2]</b> 43/13<br>43/16<br><b>some [55]</b> 7/5 7/16 8/6<br>9/15 10/5 11/4 13/20<br>14/1 14/3 14/3 14/20<br>14/25 18/13 18/16 19/7<br>23/21 28/17 32/3 32/5<br>32/5 32/17 33/10 36/21<br>39/9 39/14 39/14 45/2<br>45/18 45/18 48/4 49/11 | 50/2 50/6 50/9 51/5<br>51/14 52/4 54/11 54/21<br>55/4 55/11 56/2 57/21<br>58/10 59/12 59/18<br>59/19 59/19 61/24<br>61/24 62/25 63/22 64/1<br>66/7 66/9<br><b>someone [1]</b> 59/5<br><b>something [13]</b> 12/20<br>16/5 21/6 21/10 23/17<br>23/18 34/7 36/20 36/21<br>52/3 57/16 57/25 60/18<br><b>sometimes [2]</b> 48/9<br>48/17<br><b>somewhat [1]</b> 23/5<br><b>somewhere [2]</b> 46/5<br>56/3<br><b>sorry [4]</b> 5/7 10/17<br>43/11 43/15<br><b>sort [23]</b> 12/9 13/23<br>15/9 24/2 29/12 32/7<br>33/6 33/15 33/24 47/4<br>47/17 47/19 47/25 52/5<br>54/3 55/10 56/2 59/17<br>59/24 59/25 63/8 63/19<br>64/4<br><b>sorted [2]</b> 10/9 10/9<br><b>sorts [1]</b> 16/10<br><b>Sounds [1]</b> 66/20<br><b>south [1]</b> 25/7<br><b>southern [2]</b> 61/17<br>64/7<br><b>space [15]</b> 29/22 30/4<br>31/15 31/19 32/8 33/18<br>34/24 35/1 35/4 40/3<br>40/17 40/19 54/6 54/13<br>57/10<br><b>spaces [1]</b> 55/4<br><b>speak [8]</b> 3/24 4/23<br>22/4 23/5 24/18 24/20<br>31/9 42/6<br><b>speaker [1]</b> 4/21<br><b>speakers [1]</b> 4/25<br><b>speaking [6]</b> 4/18 25/1<br>25/3 25/24 47/10 56/22<br><b>speaks [1]</b> 50/5<br><b>special [1]</b> 66/13<br><b>specialty [1]</b> 35/15<br><b>specific [9]</b> 32/6 33/8<br>45/25 46/1 50/16 51/19<br>55/19 55/21 58/23<br><b>specifically [8]</b> 23/6<br>26/10 32/17 36/24<br>43/24 44/5 48/4 48/13<br><b>specifics [1]</b> 50/19<br><b>specified [1]</b> 17/5<br><b>speed [2]</b> 51/11 51/12<br><b>split [1]</b> 64/22<br><b>splitting [1]</b> 65/5<br><b>Spode [3]</b> 25/9 40/8<br>46/5<br><b>square [1]</b> 61/20<br><b>SS [1]</b> 68/1<br><b>St [2]</b> 1/25 68/2<br><b>St. [7]</b> 25/16 39/9<br>60/21 60/24 61/16 62/2<br>62/24<br><b>St. Louis [7]</b> 25/16 | 39/9 60/21 60/24 61/16<br>62/2 62/24<br><b>staff [5]</b> 13/9 19/8 52/8<br>63/24 65/23<br><b>stall [1]</b> 35/19<br><b>stalls [1]</b> 35/19<br><b>stand [1]</b> 35/17<br><b>standard [3]</b> 23/8<br>49/23 62/24<br><b>standards [8]</b> 14/12<br>15/2 23/4 24/2 24/7<br>28/15 28/20 30/18<br><b>standpoint [1]</b> 64/15<br><b>start [7]</b> 2/4 3/3 4/2 4/7<br>5/3 8/8 49/21<br><b>started [1]</b> 8/4<br><b>starting [1]</b> 33/10<br><b>starts [1]</b> 46/5<br><b>state [3]</b> 31/2 34/17<br>68/1<br><b>statement [5]</b> 6/4<br>11/16 27/7 27/15 36/18<br><b>states [3]</b> 6/6 27/7<br>29/7<br><b>stating [3]</b> 17/3 25/14<br>29/23<br><b>station [11]</b> 6/18 6/23<br>7/1 7/7 7/15 7/17 7/21<br>9/19 9/22 10/10 10/13<br><b>stay [3]</b> 7/19 10/20<br>65/25<br><b>stays [1]</b> 67/2<br><b>stenographically [1]</b><br>68/8<br><b>step [1]</b> 61/6<br><b>still [8]</b> 4/10 9/8 9/9<br>10/23 11/23 13/22<br>17/22 42/23<br><b>stock [1]</b> 62/4<br><b>stop [1]</b> 51/13<br><b>storm [1]</b> 36/1<br><b>stormwater [1]</b> 15/5<br><b>strategic [1]</b> 51/17<br><b>strategies [6]</b> 37/10<br>51/4 51/16 52/12 54/18<br>54/18<br><b>strategy [2]</b> 51/8 51/19<br><b>street [44]</b> 7/15 14/4<br>28/21 28/21 28/23 30/1<br>30/20 30/21 31/22<br>32/14 40/21 44/8 44/16<br>45/1 45/7 45/8 45/8<br>45/9 45/9 45/13 45/15<br>46/1 47/13 47/15 47/16<br>47/21 47/21 47/22<br>47/22 48/5 48/12 48/17<br>48/21 49/17 49/19 50/4<br>50/19 51/19 56/21<br>56/21 56/23 57/23<br>58/17 58/23<br><b>streets [38]</b> 14/13<br>14/16 23/2 23/23 24/9<br>29/3 31/16 42/17 43/2<br>44/12 44/13 44/14<br>44/14 44/19 44/21<br>44/23 45/2 45/6 45/17<br>45/20 47/17 47/18<br>47/19 47/24 50/6 50/8 |
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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         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| <p><b>S</b></p> <p><b>streets...</b> [12] 54/10<br/>54/13 54/15 54/17<br/>54/18 55/16 56/24 57/1<br/>57/8 60/1 62/23 62/24</p> <p><b>streetscape</b> [2] 45/22<br/>54/15</p> <p><b>streetscapes</b> [1] 54/9</p> <p><b>streetscaping</b> [1]<br/>22/17</p> <p><b>strict</b> [1] 49/16</p> <p><b>striped</b> [1] 39/18</p> <p><b>structures</b> [1] 27/17</p> <p><b>Studio</b> [1] 5/10</p> <p><b>Stutte</b> [2] 1/19 3/1</p> <p><b>subdivision</b> [12] 25/6<br/>25/14 25/16 25/20<br/>25/23 26/11 33/1 55/22<br/>55/23 57/21 59/11 65/4</p> <p><b>subdivisions</b> [7] 32/13<br/>40/14 52/2 56/25 57/5<br/>57/6 64/21</p> <p><b>subject</b> [1] 26/1</p> <p><b>submit</b> [1] 60/24</p> <p><b>submitted</b> [3] 3/16<br/>9/20 61/6</p> <p><b>subsection</b> [1] 23/24</p> <p><b>subsequent</b> [1] 61/5</p> <p><b>subsequently</b> [1] 61/5</p> <p><b>substantially</b> [1] 26/7</p> <p><b>suburban</b> [3] 26/11<br/>27/25 48/1</p> <p><b>successful</b> [1] 51/9</p> <p><b>sufficiently</b> [1] 17/7</p> <p><b>suggest</b> [1] 8/23</p> <p><b>suggested</b> [2] 32/21<br/>32/21</p> <p><b>suggesting</b> [1] 33/5</p> <p><b>suggestion</b> [2] 21/20<br/>42/15</p> <p><b>suggests</b> [1] 23/15</p> <p><b>suited</b> [1] 62/5</p> <p><b>support</b> [3] 11/19<br/>35/17 35/17</p> <p><b>supports</b> [1] 13/15</p> <p><b>sure</b> [26] 8/15 8/18<br/>9/14 15/24 16/16 18/9<br/>20/9 24/15 24/25 26/16<br/>33/22 46/21 46/21<br/>48/14 48/19 49/7 49/9<br/>50/18 50/21 51/23<br/>55/17 56/19 58/6 58/15<br/>58/20 59/15</p> <p><b>surface</b> [2] 17/4 35/25</p> <p><b>surfaces</b> [1] 35/25</p> <p><b>surrounded</b> [1] 27/19</p> <p><b>surrounding</b> [4] 5/24<br/>27/14 30/2 30/12</p> <p><b>sustainability</b> [1]<br/>15/10</p> <p><b>sustainable</b> [3] 21/21<br/>22/4 22/9</p> <p><b>sworn</b> [12] 4/20 4/24<br/>4/25 5/5 34/9 36/9<br/>36/10 36/11 42/8 42/9<br/>42/12 50/25</p> <p><b>system</b> [1] 39/1</p> <p><b>systems</b> [7] 15/8</p> | <p>17/15 23/24 31/12<br/>31/14 38/20 53/19</p> <p><b>T</b></p> <p><b>take</b> [5] 11/9 24/12<br/>49/16 61/10 67/3</p> <p><b>taken</b> [2] 44/24 44/25</p> <p><b>takings</b> [1] 33/7</p> <p><b>talk</b> [2] 17/15 32/16</p> <p><b>talked</b> [3] 36/23 44/18<br/>66/8</p> <p><b>talking</b> [4] 21/20 22/7<br/>64/19 67/7</p> <p><b>Task</b> [2] 7/18 9/16</p> <p><b>tax</b> [2] 62/2 62/3</p> <p><b>technically</b> [3] 41/24<br/>42/3 43/25</p> <p><b>tell</b> [1] 51/8</p> <p><b>ten</b> [1] 53/10</p> <p><b>tentatively</b> [1] 5/17</p> <p><b>term</b> [4] 7/5 15/16 16/5<br/>18/17</p> <p><b>terms</b> [10] 10/23 14/3<br/>15/2 17/23 20/7 41/2<br/>51/25 58/17 63/9 64/12</p> <p><b>text</b> [1] 49/3</p> <p><b>than</b> [12] 9/2 15/21<br/>16/6 17/24 21/25 22/3<br/>23/18 35/24 39/4 42/23<br/>62/14 62/24</p> <p><b>thank</b> [26] 5/8 12/3<br/>12/8 22/11 24/11 24/14<br/>24/23 26/13 26/14<br/>26/25 31/5 31/6 31/11<br/>36/6 36/7 38/9 38/10<br/>38/18 43/8 43/19 49/9<br/>51/21 51/24 60/9 60/15<br/>66/25</p> <p><b>Thanks</b> [1] 5/7</p> <p><b>that</b> [375]</p> <p><b>that Ameren</b> [1] 65/1</p> <p><b>that's</b> [38] 3/25 7/15<br/>8/10 9/3 9/4 9/6 10/11<br/>10/21 17/6 20/23 20/23<br/>22/7 23/1 23/10 30/21<br/>32/24 35/1 38/8 41/19<br/>42/18 43/7 43/13 46/9<br/>46/9 46/13 46/24 47/1<br/>50/10 52/3 53/3 59/4<br/>59/22 60/4 64/6 64/11<br/>64/16 64/25 66/12</p> <p><b>the packet</b> [1] 38/14</p> <p><b>their</b> [6] 18/25 20/7<br/>20/14 49/15 54/23 64/7</p> <p><b>them</b> [4] 3/14 23/9<br/>45/12 57/5</p> <p><b>themselves</b> [1] 25/24</p> <p><b>then</b> [22] 4/12 5/3 5/16<br/>7/10 8/5 8/21 10/5 20/2<br/>21/5 21/12 21/16 30/3<br/>32/10 37/15 40/10<br/>47/15 47/24 54/20 55/2<br/>61/4 61/12 67/4</p> <p><b>there</b> [65] 5/21 10/24<br/>10/24 11/21 12/4 12/17<br/>12/17 14/5 14/7 17/23<br/>17/25 18/21 19/20<br/>22/24 24/19 27/4 27/23</p> | <p>28/17 28/17 30/7 30/14<br/>30/25 31/8 31/24 31/24<br/>33/13 33/19 33/23<br/>35/18 36/16 36/18<br/>36/18 37/17 40/5 40/8<br/>41/1 41/15 41/19 42/5<br/>44/10 45/3 45/14 48/8<br/>48/9 49/22 51/5 51/14<br/>51/15 53/12 54/1 56/12<br/>57/22 58/10 59/10<br/>59/22 60/10 62/25<br/>63/22 63/22 64/1 64/16<br/>64/21 64/24 65/3 65/4</p> <p><b>there's</b> [20] 4/18 15/22<br/>18/5 18/5 21/22 22/15<br/>22/15 23/16 23/19<br/>24/17 33/23 37/23<br/>38/20 41/13 46/4 47/15<br/>50/8 61/21 65/16 67/22</p> <p><b>therefore</b> [2] 28/10<br/>33/2</p> <p><b>these</b> [31] 14/18 14/22<br/>28/15 29/11 29/11 30/5<br/>31/20 32/2 32/2 32/19<br/>32/22 33/2 33/7 33/10<br/>38/23 39/25 40/4 40/20<br/>40/23 40/24 41/3 41/4<br/>44/17 44/22 45/9 47/24<br/>54/14 54/15 55/7 57/4<br/>66/7</p> <p><b>they</b> [13] 17/22 20/19<br/>21/11 30/8 32/8 33/14<br/>37/20 43/6 52/15 52/25<br/>53/16 58/9 63/7</p> <p><b>they're</b> [4] 7/24 10/21<br/>50/7 53/3</p> <p><b>thing</b> [1] 49/25</p> <p><b>things</b> [9] 14/18 16/17<br/>17/17 19/9 21/14 37/23<br/>42/20 51/11 59/7</p> <p><b>think</b> [46] 7/18 7/24<br/>8/17 10/7 10/13 11/4<br/>11/7 19/7 19/11 21/19<br/>21/20 22/7 22/12 23/1<br/>23/16 24/25 32/16<br/>33/22 34/10 34/19 36/8<br/>36/18 36/24 37/22<br/>37/23 37/25 41/23<br/>42/18 42/24 43/17<br/>43/17 44/1 44/10 48/3<br/>48/6 48/24 49/2 49/6<br/>50/5 50/10 51/6 52/3<br/>52/21 55/10 66/14<br/>66/15</p> <p><b>thinking</b> [1] 23/11</p> <p><b>third</b> [2] 5/11 29/17</p> <p><b>thirds</b> [1] 61/20</p> <p><b>this</b> [92]</p> <p><b>those</b> [42] 1/13 7/7<br/>7/19 10/3 14/14 17/17<br/>18/10 21/22 23/7 23/21<br/>28/10 29/3 30/11 31/18<br/>31/25 31/25 33/4 35/23<br/>39/13 39/15 39/19 40/5<br/>40/15 40/15 45/20<br/>47/18 48/13 49/24 50/9<br/>50/17 51/5 51/11 52/19<br/>54/8 55/10 59/6 59/12</p> | <p>59/19 59/19 61/1 61/5<br/>66/9</p> <p><b>thought</b> [4] 10/8 11/3<br/>11/11 56/14</p> <p><b>thoughts</b> [2] 7/11 11/2</p> <p><b>three</b> [2] 61/20 61/20</p> <p><b>threshold</b> [1] 49/19</p> <p><b>through</b> [24] 4/8 4/8<br/>4/9 4/12 6/1 6/2 31/18<br/>39/10 45/10 45/12<br/>46/13 47/19 47/22 48/1<br/>55/23 55/25 56/12<br/>56/24 57/1 57/25 62/4<br/>63/25 66/2 66/17</p> <p><b>through Chapter</b> [1]<br/>4/8</p> <p><b>throughout</b> [3] 25/22<br/>28/13 60/3</p> <p><b>Thursday</b> [1] 66/12</p> <p><b>tier</b> [3] 28/23 29/2<br/>30/22</p> <p><b>ties</b> [1] 54/11</p> <p><b>TIFF</b> [1] 20/22</p> <p><b>Tim</b> [3] 1/14 5/9 66/7</p> <p><b>time</b> [19] 4/9 4/10 5/14<br/>5/21 6/12 7/9 8/14<br/>11/22 12/10 12/24 14/2<br/>15/16 19/3 22/14 28/6<br/>50/6 53/9 54/19 62/21</p> <p><b>times</b> [1] 48/9</p> <p><b>today</b> [1] 25/3</p> <p><b>today's</b> [1] 49/23</p> <p><b>together</b> [2] 7/20<br/>18/10</p> <p><b>tonight</b> [13] 3/25 4/2<br/>4/19 5/11 5/13 5/20 7/3<br/>45/13 65/24 66/3 66/8<br/>66/21 67/1</p> <p><b>too</b> [3] 17/13 34/2<br/>41/24</p> <p><b>took</b> [1] 55/21</p> <p><b>top</b> [1] 38/22</p> <p><b>totally</b> [1] 16/7</p> <p><b>touch</b> [1] 5/20</p> <p><b>toward</b> [1] 29/15</p> <p><b>towards</b> [4] 10/12 15/4<br/>28/1 59/14</p> <p><b>town</b> [8] 11/17 34/1<br/>34/20 35/3 35/11 35/21<br/>36/4 38/15</p> <p><b>tradeoffs</b> [1] 19/20</p> <p><b>traffic</b> [12] 14/17 32/12<br/>42/4 51/3 51/9 51/10<br/>51/12 51/14 52/2 52/12<br/>52/19 57/12</p> <p><b>trails</b> [2] 32/14 40/14</p> <p><b>transcribing</b> [1] 34/12</p> <p><b>transcript</b> [1] 68/10</p> <p><b>transition</b> [1] 14/19</p> <p><b>transportation</b> [1]<br/>44/15</p> <p><b>trash</b> [1] 62/20</p> <p><b>traveling</b> [1] 25/8</p> <p><b>tree</b> [1] 15/5</p> <p><b>trend</b> [1] 49/15</p> <p><b>trigger</b> [1] 48/18</p> <p><b>true</b> [2] 16/20 68/9</p> <p><b>trustee</b> [1] 25/3</p> | <p><b>trustees</b> [1] 33/1</p> <p><b>try</b> [2] 9/14 20/1</p> <p><b>trying</b> [5] 17/1 42/24<br/>44/25 50/6 56/24</p> <p><b>turn</b> [1] 9/1</p> <p><b>turned</b> [1] 16/9</p> <p><b>two</b> [15] 6/13 7/19<br/>9/17 11/12 18/10 27/4<br/>27/4 28/15 48/8 53/11<br/>53/12 55/21 61/20 64/5<br/>64/22</p> <p><b>two-thirds</b> [1] 61/20</p> <p><b>tying</b> [2] 17/24 53/23</p> <p><b>type</b> [44] 12/19 13/8<br/>13/8 16/18 27/6 27/7<br/>27/8 27/15 27/25 28/1<br/>28/6 28/11 28/12 29/9<br/>29/18 30/15 31/4 45/7<br/>45/7 45/7 45/8 45/8<br/>45/15 45/16 46/10<br/>46/24 46/25 47/1 47/3<br/>47/3 47/5 47/6 47/7<br/>47/10 47/12 47/12<br/>47/13 47/15 47/16<br/>47/16 48/12 56/15<br/>58/17 59/14</p> <p><b>type's</b> [1] 29/9</p> <p><b>types</b> [12] 27/4 27/16<br/>28/16 28/19 32/17<br/>39/17 48/8 48/9 48/20<br/>53/20 57/12 59/11</p> <p><b>typewriting</b> [1] 68/9</p> <p><b>typo</b> [4] 30/17 31/2<br/>38/20 65/9</p> <p><b>typologies</b> [2] 45/6<br/>46/1</p> <p><b>typology</b> [2] 45/6<br/>45/14</p> <p><b>U</b></p> <p><b>uh</b> [17] 15/19 16/2<br/>18/15 19/1 20/6 20/20<br/>23/1 30/19 30/23 38/6<br/>48/10 49/1 49/4 53/6<br/>56/7 56/13 65/10</p> <p><b>uh-huh</b> [17] 15/19<br/>16/2 18/15 19/1 20/6<br/>20/20 23/1 30/19 30/23<br/>38/6 48/10 49/1 49/4<br/>53/6 56/7 56/13 65/10</p> <p><b>ultimately</b> [1] 58/8</p> <p><b>unachievable</b> [1] 48/9</p> <p><b>under</b> [2] 23/2 48/16</p> <p><b>understand</b> [3] 8/4<br/>32/22 64/19</p> <p><b>understood</b> [1] 40/20</p> <p><b>undertake</b> [2] 6/12<br/>33/6</p> <p><b>underway</b> [1] 55/9</p> <p><b>undivided</b> [1] 66/15</p> <p><b>Unfinished</b> [1] 67/4</p> <p><b>uniform</b> [2] 14/8 14/14</p> <p><b>unincorporated</b> [1]<br/>61/15</p> <p><b>Union</b> [1] 25/8</p> <p><b>units</b> [1] 61/21</p> <p><b>unregulated</b> [1] 29/5</p> <p><b>until</b> [5] 5/23 8/10 8/19</p> |
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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

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| <p><b>CHAIRMAN</b><br/> <b>KISTNER: [74]</b> 1/25<br/> 2/6 2/10 2/12 2/14<br/> 2/16 2/18 2/21 2/23<br/> 3/1 3/5 3/7 3/9 4/1<br/> 4/10 4/13 6/3 6/5 21/4<br/> 34/5 34/15 34/23<br/> 34/25 35/2 35/7 35/13<br/> 35/17 35/20 35/24<br/> 36/2 36/5 36/16 37/14<br/> 37/18 38/4 40/14<br/> 40/16 41/13 41/17<br/> 49/25 64/11 64/14<br/> 70/8 70/11 70/15<br/> 70/18 70/20 71/1 73/9<br/> 73/14 73/16 78/3<br/> 82/24 83/8 83/11<br/> 83/16 83/21 84/2<br/> 84/11 86/2 86/5 86/18<br/> 89/10 90/1 91/18<br/> 96/10 96/12 96/15<br/> 97/2 104/17 105/13<br/> 105/17 105/19 106/9<br/> <b>MR. BARTON: [3]</b><br/> 70/19 70/25 71/4<br/> <b>MR. CARNEY: [6]</b><br/> 2/5 3/6 48/15 49/5<br/> 49/8 49/15<br/> <b>MR. HUTKIN: [16]</b><br/> 50/3 62/13 62/16<br/> 64/15 64/23 65/21<br/> 66/14 66/16 66/21<br/> 67/12 67/15 67/18<br/> 68/21 70/10 70/14<br/> 70/17<br/> <b>MR. JAGGI: [46]</b><br/> 2/20 4/3 4/11 4/14 6/4<br/> 6/7 21/7 26/23 34/14<br/> 34/21 34/24 35/1 35/3<br/> 35/8 35/16 35/19<br/> 35/22 35/25 36/3 36/9<br/> 36/18 37/17 37/22<br/> 73/11 73/15 73/18<br/> 78/8 83/25 84/3 85/17<br/> 86/11 86/13 86/17<br/> 86/25 87/17 88/19<br/> 89/5 89/11 89/15<br/> 89/20 89/24 90/10<br/> 90/20 90/25 91/6 91/8<br/> <b>MR. LUMLEY: [4]</b><br/> 2/17 105/10 105/15<br/> 105/23<br/> <b>MR. MAGRUDER: [9]</b><br/> 2/9 41/18 43/2 43/8<br/> 43/16 43/24 44/6<br/> 83/14 105/18<br/> <b>MR. MCCOY: [20]</b><br/> 84/10 84/14 85/18<br/> 86/4 86/6 86/9 86/12<br/> 86/14 86/20 87/16<br/> 87/20 89/3 89/14<br/> 89/19 89/21 89/25<br/> 90/19 90/21 91/1 91/7<br/> <b>MR. ROVAK: [15]</b><br/> 2/11 47/9 47/25 48/4</p> | <p>48/7 48/11 48/14<br/> 65/20 65/22 66/15<br/> 66/18 66/22 67/14<br/> 67/16 67/19<br/> <b>MR. SCHUH: [13]</b><br/> 2/15 35/23 44/3 44/7<br/> 45/13 45/25 46/10<br/> 47/8 62/10 62/14 64/9<br/> 64/13 64/17<br/> <b>MR. STERN: [22]</b><br/> 38/12 40/15 41/1<br/> 41/15 42/6 43/6 43/9<br/> 43/22 44/2 44/17<br/> 45/23 46/1 46/15<br/> 47/22 48/3 48/6 48/8<br/> 48/12 48/20 49/7<br/> 49/10 49/20<br/> <b>MR. TIMOTHY BREIHAN: [18]</b> 78/4<br/> 78/9 83/7 83/10 83/17<br/> 83/23 92/1 96/11<br/> 96/14 96/16 97/3<br/> 103/1 103/11 103/19<br/> 103/22 104/4 104/12<br/> 104/16<br/> <b>MS. KELLY: [2]</b> 2/22<br/> 26/21<br/> <b>MS. SILVERMAN: [13]</b> 2/13 3/4 49/16<br/> 49/24 86/3 86/7<br/> 102/25 103/2 103/17<br/> 103/20 103/23 104/11<br/> 104/15<br/> <b>MS. STUTTE: [1]</b><br/> 2/25<br/> <b>\$</b><br/> <b>\$1,000 [1]</b> 60/18<br/> <b>\$15 [1]</b> 45/24<br/> <b>\$18 [1]</b> 45/19<br/> <b>\$75,000 [1]</b> 57/6<br/> <b>'</b><br/> <b>'60s [2]</b> 17/8 52/1<br/> <b>'70s [1]</b> 52/2<br/> <b>'N [1]</b> 58/15<br/> <b>0</b><br/> <b>028 [2]</b> 1/9 3/18<br/> <b>1</b><br/> <b>1.8 [1]</b> 61/19<br/> <b>10829 [1]</b> 50/5<br/> <b>11 [1]</b> 103/19<br/> <b>1199 [1]</b> 1/25<br/> <b>128 [1]</b> 92/8<br/> <b>129 [1]</b> 92/8<br/> <b>12th [1]</b> 78/13<br/> <b>13,000 [1]</b> 60/23<br/> <b>134 [1]</b> 102/4<br/> <b>143 [1]</b> 102/4<br/> <b>15 [2]</b> 1/4 60/24<br/> <b>15,000 [1]</b> 60/22<br/> <b>15th [1]</b> 2/3<br/> <b>16-028 [2]</b> 1/9 3/18<br/> <b>1960s [2]</b> 39/14 40/6</p> | <p><b>2</b><br/> <b>2 acres [1]</b> 26/25<br/> <b>20 [2]</b> 46/1 46/2<br/> <b>20 feet [1]</b> 26/19<br/> <b>20-foot [1]</b> 31/5<br/> <b>200 acres [1]</b> 72/4<br/> <b>2000 [1]</b> 15/24<br/> <b>2002 [9]</b> 6/25 7/11<br/> 14/13 17/8 24/12 40/1<br/> 93/2 93/12 94/24<br/> <b>2016 [2]</b> 1/4 2/3<br/> <b>2030 [1]</b> 106/2<br/> <b>233 [1]</b> 38/13<br/> <b>25 feet [1]</b> 26/25<br/> <b>270 [1]</b> 65/18<br/> <b>28,000 square [1]</b><br/> 60/24<br/> <b>29 [1]</b> 30/21<br/> <b>3</b><br/> <b>3,000 square [1]</b><br/> 60/17<br/> <b>3-acre [2]</b> 61/5 61/8<br/> <b>30,000 [1]</b> 61/19<br/> <b>30-minute [1]</b> 57/9<br/> <b>300 [1]</b> 1/3<br/> <b>314 [2]</b> 1/24 1/25<br/> <b>39 [1]</b> 87/3<br/> <b>3A [1]</b> 82/16<br/> <b>3B [1]</b> 82/16<br/> <b>4</b><br/> <b>40 [5]</b> 49/23 61/5 61/9<br/> 61/23 100/2<br/> <b>4772 [1]</b> 1/24<br/> <b>5</b><br/> <b>59 [1]</b> 79/1<br/> <b>6</b><br/> <b>63128 [1]</b> 1/25<br/> <b>6:30 [1]</b> 1/5<br/> <b>7</b><br/> <b>7200 [2]</b> 30/21 45/20<br/> <b>76 [1]</b> 79/22<br/> <b>8</b><br/> <b>8,000 square [1]</b><br/> 45/19<br/> <b>80 feet [1]</b> 14/20<br/> <b>80-foot [1]</b> 14/19<br/> <b>831 [1]</b> 84/15<br/> <b>8:47 p.m [1]</b> 106/12<br/> <b>9</b><br/> <b>90 [1]</b> 75/16<br/> <b>974-1199 [1]</b> 1/25<br/> <b>A</b><br/> <b>a lot [1]</b> 61/3<br/> <b>a subset [1]</b> 35/9<br/> <b>ability [1]</b> 89/2<br/> <b>able [4]</b> 46/13 53/1<br/> 89/2 98/8<br/> <b>about [80]</b> 3/15 6/18<br/> 8/3 8/22 11/19 12/5</p> | <p>12/14 12/16 18/7<br/> 20/22 23/22 27/6<br/> 29/12 30/1 30/3 30/4<br/> 31/1 31/24 32/5 32/21<br/> 32/24 36/6 36/12<br/> 38/17 40/5 42/4 42/7<br/> 46/5 48/21 49/24<br/> 52/21 54/14 55/24<br/> 56/17 57/4 57/18<br/> 58/10 58/22 59/20<br/> 61/1 61/22 62/11<br/> 63/17 63/18 64/23<br/> 65/2 65/16 65/25<br/> 67/24 67/25 68/5 69/2<br/> 70/24 71/8 71/9 71/12<br/> 71/15 71/16 71/24<br/> 72/21 74/5 74/15<br/> 75/12 77/11 77/18<br/> 79/18 79/20 83/13<br/> 85/14 85/20 88/12<br/> 88/18 92/5 92/13 93/2<br/> 94/25 97/20 105/1<br/> 105/2 105/3<br/> <b>above [1]</b> 50/18<br/> <b>absent [1]</b> 2/7<br/> <b>absolute [1]</b> 28/9<br/> <b>absolutely [2]</b> 39/19<br/> 65/19<br/> <b>accelerating [1]</b><br/> 68/11<br/> <b>accept [3]</b> 44/2 48/8<br/> 89/1<br/> <b>acceptable [2]</b> 18/23<br/> 31/15<br/> <b>acceptance [1]</b> 3/3<br/> <b>accepting [1]</b> 68/14<br/> <b>access [15]</b> 23/9 24/2<br/> 25/1 25/1 29/2 29/6<br/> 30/22 30/23 31/10<br/> 31/12 31/23 32/6<br/> 41/13 53/21 87/12<br/> <b>accommodate [2]</b><br/> 23/12 94/4<br/> <b>accomplish [1]</b> 72/11<br/> <b>according [1]</b> 102/7<br/> <b>account [1]</b> 51/3<br/> <b>accountability [1]</b><br/> 104/25<br/> <b>accounting [1]</b> 29/14<br/> <b>accurate [2]</b> 55/9<br/> 107/10<br/> <b>achievable [1]</b> 94/1<br/> <b>achieve [4]</b> 92/20<br/> 93/14 95/10 96/6<br/> <b>achieved [2]</b> 28/19<br/> 29/10<br/> <b>achievement [1]</b> 93/6<br/> <b>acknowledge [2]</b><br/> 95/25 101/2<br/> <b>acknowledging [1]</b><br/> 102/19<br/> <b>acknowledgment [2]</b><br/> 92/23 94/6<br/> <b>acre [8]</b> 26/23 61/5<br/> 61/8 61/19 95/21<br/> 96/14 96/20 96/25</p> | <p>acres [2] 26/25 72/4<br/> across [4] 58/14 61/1<br/> 72/18 96/6<br/> <b>acted [1]</b> 56/17<br/> <b>action [13]</b> 92/9 92/22<br/> 95/8 95/12 95/19 97/5<br/> 97/25 98/18 98/23<br/> 99/21 100/9 101/11<br/> 101/25<br/> <b>active [2]</b> 11/18 29/3<br/> <b>activities [4]</b> 19/24<br/> 93/25 94/2 94/16<br/> <b>activity [9]</b> 10/23<br/> 23/13 23/16 23/19<br/> 23/21 23/23 25/20<br/> 55/13 56/1<br/> <b>actual [1]</b> 83/4<br/> <b>actually [9]</b> 6/18 15/3<br/> 16/12 19/22 36/17<br/> 39/24 51/19 59/25<br/> 97/15<br/> <b>adapt [1]</b> 71/20<br/> <b>add [3]</b> 72/8 79/1 91/8<br/> <b>added [2]</b> 17/17 82/4<br/> <b>addition [1]</b> 83/3<br/> <b>additional [7]</b> 10/6<br/> 23/13 23/21 77/10<br/> 80/20 105/9 105/21<br/> <b>address [3]</b> 41/15<br/> 51/6 99/17<br/> <b>addressed [2]</b> 40/22<br/> 81/9<br/> <b>addressing [1]</b> 36/25<br/> <b>adjacent [5]</b> 23/10<br/> 26/20 49/13 59/2 59/5<br/> <b>adjoin [1]</b> 59/8<br/> <b>adjoined [1]</b> 59/2<br/> <b>adjustments [3]</b> 5/18<br/> 27/10 31/14<br/> <b>administered [2]</b><br/> 96/18 96/19<br/> <b>admission [1]</b> 51/20<br/> <b>admit [1]</b> 65/11<br/> <b>adopt [5]</b> 55/20 95/19<br/> 97/5 97/25 98/19<br/> <b>adopted [5]</b> 17/11<br/> 24/15 58/25 97/22<br/> 97/22<br/> <b>adopting [2]</b> 96/3<br/> 96/9<br/> <b>adoption [3]</b> 1/10<br/> 3/19 96/4<br/> <b>advance [1]</b> 6/11<br/> <b>aesthetic [1]</b> 74/14<br/> <b>affirmed [1]</b> 17/8<br/> <b>after [5]</b> 5/21 52/5<br/> 62/23 102/23 105/12<br/> <b>afterwards [1]</b> 83/10<br/> <b>again [55]</b> 3/21 5/7<br/> 5/12 8/15 8/19 12/6<br/> 13/7 14/3 15/16 17/16<br/> 20/6 20/18 21/9 23/4<br/> 23/10 24/22 24/25<br/> 25/3 26/15 27/14 28/4<br/> 29/5 31/1 32/14 32/18<br/> 32/23 33/8 34/2 36/15</p> |
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| <p><b>A</b></p> <p><b>again...</b> [26] 40/9<br/>45/12 48/10 52/20<br/>58/12 62/17 63/3 75/5<br/>75/7 79/3 80/8 80/15<br/>80/19 81/6 81/16<br/>82/20 91/20 93/1<br/>93/11 97/19 98/4<br/>98/10 99/17 100/6<br/>102/15 102/21</p> <p><b>age</b> [2] 51/20 52/11</p> <p><b>agenda</b> [2] 3/3 3/15</p> <p><b>ages</b> [1] 69/12</p> <p><b>ago</b> [6] 19/5 19/22<br/>60/18 71/17 72/21<br/>85/23</p> <p><b>agree</b> [3] 58/15 81/3<br/>105/18</p> <p><b>agreement</b> [2] 91/23<br/>105/20</p> <p><b>agri</b> [1] 69/1</p> <p><b>agricultural</b> [3] 87/5<br/>87/7 98/2</p> <p><b>Aldi</b> [1] 36/22</p> <p><b>alive</b> [1] 32/19</p> <p><b>all</b> [68] 2/1 3/8 3/9<br/>4/14 6/8 6/23 9/10<br/>11/11 13/3 14/8 14/13<br/>17/15 18/13 20/25<br/>21/11 21/13 21/19<br/>22/13 24/4 26/8 29/14<br/>29/16 29/21 31/4<br/>32/15 36/25 37/15<br/>41/9 41/21 47/4 48/6<br/>50/7 50/7 51/2 51/2<br/>51/6 51/22 53/2 53/19<br/>55/15 56/22 57/21<br/>58/7 62/9 62/23 65/11<br/>69/11 70/15 71/19<br/>73/21 75/19 77/10<br/>78/5 78/12 81/1 82/2<br/>82/11 82/22 82/25<br/>83/1 90/4 90/23 91/4<br/>91/5 91/23 98/15<br/>101/10 106/10</p> <p><b>alleviated</b> [1] 31/13</p> <p><b>allow</b> [6] 11/23 23/7<br/>40/23 80/20 94/4<br/>97/15</p> <p><b>allowed</b> [1] 80/4</p> <p><b>allowing</b> [2] 12/23<br/>93/6</p> <p><b>allows</b> [3] 37/21<br/>42/17 83/5</p> <p><b>almost</b> [7] 51/22 59/8<br/>59/16 59/17 60/18<br/>61/4 101/14</p> <p><b>along</b> [31] 7/21 13/1<br/>14/11 23/11 23/17<br/>24/4 24/6 24/10 24/17<br/>25/13 25/18 27/15<br/>32/7 32/10 32/13 34/4<br/>36/13 37/9 40/24<br/>49/19 49/22 61/11<br/>62/22 64/13 64/20<br/>72/17 74/7 74/16</p> | <p>89/14 93/15 100/9</p> <p><b>already</b> [13] 7/7 9/3<br/>11/10 13/12 13/22<br/>14/24 15/17 16/6 16/6<br/>19/5 26/1 88/9 90/22</p> <p><b>also</b> [38] 4/8 5/3 5/6<br/>7/3 8/2 8/6 9/1 9/3<br/>16/10 18/12 18/24<br/>18/24 19/17 22/21<br/>23/9 23/18 25/2 27/11<br/>31/5 32/12 40/23<br/>46/16 50/15 50/16<br/>52/7 52/11 61/21 72/3<br/>82/4 82/15 85/4 87/21<br/>90/24 95/16 95/25<br/>101/19 102/12 103/15</p> <p><b>alternative</b> [4] 16/21<br/>16/25 34/11 35/24</p> <p><b>although</b> [1] 101/2</p> <p><b>am</b> [2] 5/2 23/14</p> <p><b>amending</b> [1] 35/12</p> <p><b>amendment</b> [1] 74/25</p> <p><b>amendments</b> [1]<br/>40/22</p> <p><b>amenities</b> [4] 12/11<br/>20/8 22/9 25/20</p> <p><b>amenity</b> [3] 10/19<br/>32/8 79/25</p> <p><b>Ameren</b> [1] 100/21</p> <p><b>America</b> [1] 87/5</p> <p><b>amount</b> [4] 6/1 17/21<br/>47/1 57/15</p> <p><b>ancestry</b> [1] 76/4</p> <p><b>anchored</b> [3] 58/8<br/>67/4 67/5</p> <p><b>and/or</b> [2] 8/11 69/4</p> <p><b>animal</b> [1] 57/19</p> <p><b>another</b> [13] 15/2<br/>15/11 20/16 20/17<br/>21/9 29/4 32/16 32/16<br/>32/22 34/14 91/10<br/>99/21 101/14</p> <p><b>answer</b> [6] 21/3 34/5<br/>34/5 68/23 76/3 91/24</p> <p><b>answered</b> [1] 67/14</p> <p><b>anticipate</b> [1] 103/16</p> <p><b>anticipated</b> [2]<br/>102/13 103/15</p> <p><b>anticipating</b> [1] 83/2</p> <p><b>any</b> [31] 3/12 5/18 7/5<br/>21/2 21/6 24/23 26/20<br/>34/7 38/4 39/9 40/19<br/>42/10 47/23 49/6 51/7<br/>55/17 57/21 59/16<br/>60/11 73/4 74/24<br/>83/13 88/14 89/1 89/2<br/>98/13 102/15 102/21<br/>102/23 105/2 105/8</p> <p><b>anybody</b> [5] 3/14<br/>3/20 3/23 34/7 83/13</p> <p><b>anymore</b> [2] 44/6<br/>88/19</p> <p><b>anyone</b> [1] 102/22</p> <p><b>anyone's</b> [1] 61/6</p> <p><b>anything</b> [9] 34/4<br/>39/9 40/25 41/25 43/4</p> | <p>55/7 82/22 89/4 103/6</p> <p><b>anyway</b> [3] 19/13<br/>87/10 88/11</p> <p><b>apartments</b> [3] 20/13<br/>54/12 69/18</p> <p><b>Apologize</b> [1] 78/9</p> <p><b>appeal</b> [1] 39/4</p> <p><b>appear</b> [1] 39/4</p> <p><b>appearance</b> [1] 74/13</p> <p><b>application</b> [7] 1/9<br/>3/18 9/6 9/12 22/15<br/>30/13 106/8</p> <p><b>applies</b> [1] 82/2</p> <p><b>apply</b> [4] 7/5 35/18<br/>35/19 96/25</p> <p><b>appreciate</b> [9] 34/9<br/>37/22 40/21 41/22<br/>43/17 56/16 73/21<br/>89/22 89/23</p> <p><b>appreciated</b> [1] 75/21</p> <p><b>approach</b> [4] 7/10<br/>7/12 24/16 51/14</p> <p><b>appropriate</b> [14] 6/11<br/>12/10 18/1 21/25<br/>22/14 22/24 26/4<br/>73/13 75/9 81/3 82/7<br/>90/7 90/18 105/9</p> <p><b>approval</b> [1] 106/8</p> <p><b>approve</b> [2] 3/10<br/>34/10</p> <p><b>approved</b> [4] 13/12<br/>15/17 32/20 95/15</p> <p><b>arbitrageurs</b> [1] 60/4</p> <p><b>architectural</b> [2]<br/>13/23 82/5</p> <p><b>are</b> [166]</p> <p><b>area</b> [41] 10/24 11/15<br/>12/1 12/3 12/24 13/2<br/>15/13 16/2 16/13<br/>16/18 16/23 21/9<br/>21/24 22/3 22/21 23/5<br/>23/24 23/25 26/3 26/8<br/>26/11 30/18 34/19<br/>42/11 45/5 45/11 47/3<br/>48/19 49/23 65/12<br/>68/12 70/1 76/14 77/4<br/>79/5 86/24 87/3 87/14<br/>87/24 91/5 95/21</p> <p><b>areas</b> [31] 5/13 8/21<br/>8/21 9/4 9/13 9/16<br/>9/18 20/12 21/1 21/12<br/>21/13 23/14 23/16<br/>24/5 24/6 26/5 26/14<br/>37/20 46/9 53/8 66/2<br/>67/4 74/2 75/12 75/20<br/>75/22 75/22 79/18<br/>81/7 87/19 97/24</p> <p><b>aren't</b> [1] 104/3</p> <p><b>around</b> [19] 14/5<br/>15/19 18/7 20/2 22/20<br/>30/17 32/8 39/7 44/9<br/>44/16 52/2 52/3 62/15<br/>63/7 63/20 84/21<br/>85/22 87/8 88/1</p> <p><b>arrange</b> [1] 56/20</p> <p><b>arrive</b> [1] 57/2</p> | <p><b>arrived</b> [1] 52/5</p> <p><b>articulated</b> [8] 5/19<br/>17/9 19/18 20/7 24/13<br/>44/10 44/13 93/12</p> <p><b>articulates</b> [2] 21/19<br/>76/16</p> <p><b>articulating</b> [2] 70/16<br/>79/18</p> <p><b>articulation</b> [1] 16/5</p> <p><b>Arts</b> [4] 85/6 85/8<br/>85/9 90/23</p> <p><b>as</b> [128]</p> <p><b>ask</b> [8] 40/15 44/15<br/>47/17 62/7 68/20<br/>68/21 68/23 74/23</p> <p><b>asked</b> [2] 62/11 84/22</p> <p><b>asking</b> [3] 45/23 48/6<br/>68/17</p> <p><b>aspects</b> [1] 6/24</p> <p><b>aspire</b> [1] 63/16</p> <p><b>assessment</b> [1]<br/>101/18</p> <p><b>asset</b> [2] 57/20 68/10</p> <p><b>assistance</b> [2] 73/1<br/>76/18</p> <p><b>Assistant</b> [2] 1/19<br/>2/25</p> <p><b>Assistant/Recording</b><br/>[2] 1/19 2/25</p> <p><b>assisted</b> [2] 15/11<br/>15/12</p> <p><b>associated</b> [1] 5/9</p> <p><b>Associates</b> [1] 71/6</p> <p><b>assorting</b> [1] 58/8</p> <p><b>assuming</b> [1] 44/5</p> <p><b>at</b> [79] 5/5 6/10 9/15<br/>10/10 12/22 14/12<br/>16/8 16/21 20/2 20/5<br/>25/3 25/6 26/8 26/17<br/>27/12 28/22 30/14<br/>31/2 31/15 31/18 32/1<br/>34/5 35/12 36/12<br/>36/25 37/14 38/13<br/>41/10 42/24 43/6<br/>46/20 48/14 49/12<br/>50/5 51/12 55/1 55/2<br/>56/24 56/25 57/2 57/8<br/>57/8 57/10 57/11<br/>57/14 57/14 57/20<br/>58/1 58/4 61/3 62/2<br/>65/14 66/19 67/11<br/>69/23 71/23 72/11<br/>75/6 82/11 82/24<br/>82/24 83/19 84/19<br/>85/24 86/24 88/17<br/>88/24 88/25 90/14<br/>90/15 90/18 91/10<br/>98/23 100/16 104/13<br/>105/9 105/17 106/3<br/>106/12</p> <p><b>atmosphere</b> [1] 25/22</p> <p><b>attached</b> [3] 22/11<br/>33/10 54/11</p> <p><b>attempt</b> [1] 39/10</p> <p><b>ATTENDANCE</b> [1]<br/>1/13</p> | <p><b>attention</b> [1] 89/17</p> <p><b>Attorney</b> [2] 1/17</p> <p><b>attract</b> [6] 67/6 68/18<br/>69/3 69/6 70/3 87/24</p> <p><b>attracted</b> [1] 66/6</p> <p><b>attracting</b> [1] 67/11</p> <p><b>attractive</b> [1] 66/8</p> <p><b>audience</b> [5] 3/14 9/5<br/>30/7 38/7 52/4</p> <p><b>auto</b> [1] 23/25</p> <p><b>auto-oriented</b> [1]<br/>23/25</p> <p><b>available</b> [4] 47/2<br/>47/5 48/11 88/10</p> <p><b>Avenue</b> [2] 58/25<br/>59/2</p> <p><b>away</b> [6] 19/16 33/15<br/>41/10 66/13 89/15<br/>89/17</p> <p><b>aye</b> [1] 3/9</p> |
| <p><b>B</b></p> <p><b>back</b> [25] 9/25 14/20<br/>17/5 17/7 25/19 28/1<br/>28/4 29/5 29/24 30/22<br/>33/14 35/7 35/13 39/6<br/>58/17 60/2 64/11<br/>71/15 76/3 77/20 87/4<br/>87/10 87/13 89/23<br/>91/9</p> <p><b>background</b> [3] 19/3<br/>20/12 52/10</p> <p><b>bad</b> [3] 40/13 48/7<br/>52/6</p> <p><b>bags</b> [1] 57/24</p> <p><b>balance</b> [2] 85/4<br/>90/25</p> <p><b>BALLAS</b> [8] 1/3 56/8<br/>71/7 72/12 82/14<br/>100/1 100/3 100/18</p> <p><b>ballot</b> [1] 82/19</p> <p><b>Barton</b> [3] 71/3 71/5<br/>73/11</p> <p><b>base</b> [1] 53/23</p> <p><b>based</b> [16] 9/17 16/1<br/>16/2 17/13 31/25 55/3<br/>68/22 73/13 80/19<br/>82/10 84/7 91/13 99/6<br/>101/20 103/14 105/12</p> <p><b>basically</b> [9] 49/3<br/>49/23 51/20 55/20<br/>80/12 81/20 93/5<br/>98/25 102/6</p> <p><b>basis</b> [3] 45/21 91/14<br/>93/9</p> <p><b>be</b> [179]</p> <p><b>beach</b> [1] 52/18</p> <p><b>bearing</b> [1] 39/23</p> <p><b>Beautification</b> [1]<br/>99/13</p> <p><b>beautiful</b> [1] 72/17</p> <p><b>Beaver</b> [2] 19/7 19/8</p> <p><b>because</b> [28] 21/13<br/>22/3 25/5 27/5 27/14<br/>28/14 31/7 32/2 37/7<br/>42/11 46/21 47/19<br/>47/22 47/24 51/15</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                               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| <p><b>B</b></p> <p><b>because...</b> [13] 53/20<br/>67/9 67/20 67/23<br/>72/22 75/16 77/2 77/8<br/>77/8 77/9 78/22 90/3<br/>103/21</p> <p><b>become</b> [4] 26/13<br/>72/7 99/19 99/19</p> <p><b>becomes</b> [1] 17/21</p> <p><b>becoming</b> [1] 87/23</p> <p><b>been</b> [58] 3/22 4/21<br/>6/16 6/17 6/17 7/7<br/>7/23 8/7 9/24 10/7<br/>11/20 13/12 15/24<br/>16/23 18/8 19/19<br/>30/17 32/2 33/22<br/>39/14 40/5 40/21 41/5<br/>50/11 50/20 52/1 52/2<br/>52/18 54/13 55/16<br/>58/22 60/8 66/11<br/>73/22 74/5 79/23 80/3<br/>80/16 80/16 80/16<br/>80/19 80/23 82/9<br/>82/12 82/12 89/12<br/>92/20 94/15 95/15<br/>96/2 97/8 97/9 97/14<br/>98/10 105/4 105/4<br/>105/5 106/5</p> <p><b>before</b> [11] 9/10 13/9<br/>15/25 16/7 31/22<br/>32/21 55/20 57/6<br/>58/12 73/12 73/12</p> <p><b>begging</b> [1] 66/9</p> <p><b>begin</b> [2] 4/13 73/12</p> <p><b>beginning</b> [3] 33/22<br/>51/23 62/24</p> <p><b>beginnings</b> [1] 51/23</p> <p><b>begun</b> [1] 16/7</p> <p><b>behalf</b> [1] 50/7</p> <p><b>behind</b> [13] 25/24<br/>29/1 37/13 39/3 40/18<br/>40/19 55/24 60/5 80/6<br/>100/19 103/11 104/6<br/>104/6</p> <p><b>being</b> [18] 7/3 7/25<br/>13/7 25/4 44/11 44/13<br/>44/16 44/18 45/25<br/>46/12 54/12 60/4 64/1<br/>75/20 79/19 81/8<br/>86/11 93/15</p> <p><b>believe</b> [17] 12/18<br/>14/21 41/16 42/10<br/>47/15 50/16 53/11<br/>53/14 55/10 59/22<br/>59/24 72/24 84/5 87/6<br/>89/3 91/10 95/16</p> <p><b>benchmarks</b> [2]<br/>101/17 104/22</p> <p><b>beneficial</b> [1] 49/5</p> <p><b>benefit</b> [4] 56/2 62/9<br/>77/15 77/15</p> <p><b>best</b> [1] 51/16</p> <p><b>Beth</b> [1] 1/14</p> <p><b>better</b> [2] 40/13 51/8</p> <p><b>between</b> [20] 12/14<br/>12/16 13/16 14/6 21/1</p> | <p>22/22 23/9 25/21 27/4<br/>30/21 32/9 42/23<br/>61/15 65/17 76/6 80/9<br/>86/1 99/5 104/10<br/>104/11</p> <p><b>beyond</b> [1] 50/19</p> <p><b>bicycle</b> [2] 100/7<br/>100/10</p> <p><b>big</b> [9] 43/24 48/17<br/>48/21 51/4 59/20 67/1<br/>70/3 74/20 91/11</p> <p><b>bigger</b> [5] 23/2 31/12<br/>42/17 90/15 91/17</p> <p><b>biggest</b> [4] 64/25<br/>65/4 71/20 95/22</p> <p><b>bike</b> [5] 99/23 99/25<br/>100/4 100/13 104/1</p> <p><b>bio</b> [1] 81/24</p> <p><b>bit</b> [19] 11/19 12/4<br/>13/20 14/5 14/24 23/7<br/>27/13 28/14 29/12<br/>29/13 30/11 33/12<br/>33/23 37/5 44/8 48/22<br/>71/12 88/21 90/13</p> <p><b>blocks</b> [1] 60/25</p> <p><b>Board</b> [1] 68/8</p> <p><b>Bois</b> [1] 100/22</p> <p><b>bold</b> [1] 13/23</p> <p><b>bonuses</b> [1] 82/1</p> <p><b>both</b> [11] 8/12 63/12<br/>68/4 73/23 80/23<br/>88/21 94/1 94/5 94/12<br/>101/3 104/9</p> <p><b>bought</b> [1] 58/1</p> <p><b>Boulevard</b> [4] 46/17<br/>46/18 50/5 100/1</p> <p><b>boundaries</b> [5] 8/25<br/>42/9 97/14 97/16 99/4</p> <p><b>boundary</b> [2] 79/2<br/>82/12</p> <p><b>boutiques</b> [2] 22/2<br/>22/6</p> <p><b>box</b> [1] 67/1</p> <p><b>bragging</b> [1] 51/19</p> <p><b>brand</b> [2] 87/3 87/9</p> <p><b>Breihan</b> [2] 5/21 78/6</p> <p><b>brief</b> [1] 5/12</p> <p><b>briefly</b> [2] 8/20 27/18</p> <p><b>bring</b> [5] 2/2 23/6<br/>37/4 83/23 87/13</p> <p><b>bring-it-home-chapter</b><br/>[1] 83/23</p> <p><b>bringing</b> [2] 10/3<br/>11/11</p> <p><b>brings</b> [1] 81/6</p> <p><b>broad</b> [1] 13/2</p> <p><b>broaden</b> [1] 85/10</p> <p><b>broadly</b> [1] 77/18</p> <p><b>Brooktrail</b> [1] 38/14</p> <p><b>brought</b> [3] 22/16<br/>40/22 78/24</p> <p><b>buffer</b> [2] 31/5 31/6</p> <p><b>buffering</b> [3] 25/21<br/>26/17 32/7</p> <p><b>buffers</b> [2] 26/19 27/4</p> <p><b>build</b> [13] 7/25 17/19</p> | <p>28/6 28/9 28/10 28/11<br/>28/17 31/10 39/10<br/>41/3 42/17 69/10<br/>79/23</p> <p><b>build-to</b> [9] 7/25<br/>17/19 28/6 28/9 28/10<br/>28/11 28/17 41/3<br/>79/23</p> <p><b>building</b> [37] 7/22<br/>12/15 12/15 13/18<br/>14/6 14/7 14/19 14/20<br/>15/3 16/5 25/18 30/16<br/>30/21 31/11 32/21<br/>33/14 36/15 36/15<br/>37/2 37/11 39/4 39/7<br/>44/24 48/18 48/19<br/>53/9 59/16 59/21 68/8<br/>69/10 72/14 75/8<br/>79/12 80/9 80/9 81/15<br/>86/9</p> <p><b>buildings</b> [36] 11/17<br/>11/24 12/16 13/25<br/>16/3 18/1 19/15 19/18<br/>19/24 20/7 20/19<br/>20/20 23/5 29/2 29/2<br/>29/4 29/24 32/9 32/9<br/>37/4 40/18 40/19 41/3<br/>42/17 42/19 43/24<br/>46/21 46/24 48/18<br/>48/19 48/22 56/19<br/>59/14 69/10 79/13<br/>80/6</p> <p><b>builds</b> [1] 94/3</p> <p><b>built</b> [8] 17/6 42/19<br/>44/11 44/16 44/19<br/>45/6 54/12 59/15</p> <p><b>bullet</b> [4] 81/12 81/21<br/>81/21 82/4</p> <p><b>burdened</b> [1] 52/7</p> <p><b>bury</b> [1] 89/7</p> <p><b>bus</b> [1] 23/18</p> <p><b>business</b> [34] 3/17<br/>4/25 5/4 7/15 8/16<br/>9/22 9/24 10/18 12/1<br/>12/7 12/22 13/4 14/1<br/>14/9 14/17 15/10<br/>15/18 17/10 22/8 23/8<br/>35/6 35/10 35/13 36/7<br/>36/20 52/17 52/22<br/>69/1 79/2 79/9 80/1<br/>88/8 88/9 88/12</p> <p><b>businesses</b> [4] 22/8<br/>40/23 87/24 88/6</p> <p><b>but</b> [172]</p> <p><b>buy</b> [1] 66/21</p> <p><b>buying</b> [2] 57/4 64/8</p> <p><b>by MSD</b> [1] 96/19</p> <p><b>C</b></p> <p><b>call</b> [3] 2/4 50/19<br/>85/15</p> <p><b>called</b> [3] 17/9 18/24<br/>19/21</p> <p><b>calling</b> [4] 15/17 27/8<br/>100/15 100/19</p> <p><b>came</b> [3] 25/11 41/7<br/>88/12</p> | <p><b>Campus</b> [1] 98/9</p> <p><b>can</b> [72] 4/5 4/13 5/19<br/>10/5 12/13 14/20<br/>14/23 15/4 15/14 18/8<br/>18/11 19/8 19/10<br/>19/17 20/11 21/3 22/5<br/>24/21 26/21 27/20<br/>27/24 28/17 28/24<br/>29/25 31/11 31/12<br/>32/8 32/12 33/12<br/>34/18 35/7 36/5 40/12<br/>40/13 40/25 42/7 42/9<br/>46/10 52/7 52/9 55/17<br/>55/20 57/21 58/13<br/>63/1 65/8 65/11 70/2<br/>70/3 70/20 74/12<br/>75/17 76/24 77/14<br/>83/19 83/20 90/17<br/>91/9 91/10 92/13<br/>92/13 93/3 94/4 94/22<br/>97/21 101/4 101/14<br/>103/13 103/14 103/15<br/>105/1 105/11</p> <p><b>can't</b> [8] 17/22 24/23<br/>45/8 47/23 61/25 62/1<br/>66/20 72/22</p> <p><b>capacity</b> [1] 95/2</p> <p><b>Capital</b> [1] 52/2</p> <p><b>captured</b> [1] 83/1</p> <p><b>car</b> [4] 24/1 56/24<br/>57/5 72/15</p> <p><b>care</b> [4] 15/12 31/23<br/>50/11 69/22</p> <p><b>careers</b> [2] 62/24 63/3</p> <p><b>careful</b> [1] 72/21</p> <p><b>Carl</b> [2] 1/17 105/21</p> <p><b>Carney</b> [2] 1/14 2/5</p> <p><b>Carolina</b> [2] 20/10<br/>55/11</p> <p><b>carry</b> [1] 82/8</p> <p><b>carrying</b> [1] 73/25</p> <p><b>cars</b> [1] 19/11</p> <p><b>carts</b> [1] 57/24</p> <p><b>case</b> [4] 47/8 49/11<br/>55/6 56/15</p> <p><b>cases</b> [1] 70/5</p> <p><b>categorize</b> [1] 60/3</p> <p><b>cause</b> [10] 55/8 56/6<br/>62/3 62/8 70/24 84/20<br/>85/6 88/8 88/9 88/16</p> <p><b>causes</b> [1] 39/5</p> <p><b>CB</b> [1] 14/18</p> <p><b>CBD</b> [2] 35/19 80/11</p> <p><b>CCR</b> [6] 1/24 1/24<br/>107/13 107/13 107/14<br/>107/14</p> <p><b>center</b> [41] 8/3 8/4<br/>8/7 8/9 8/10 8/14 9/21<br/>10/11 10/13 10/14<br/>10/20 10/21 15/12<br/>15/20 15/21 17/7<br/>17/18 18/4 19/10<br/>19/16 19/23 20/3<br/>20/10 20/22 34/20<br/>35/16 35/19 40/4 42/8<br/>48/18 49/19 56/21</p> | <p>58/9 71/10 72/8 72/17<br/>79/10 80/14 88/15<br/>95/14 99/9</p> <p><b>centers</b> [6] 10/6 10/7<br/>30/17 49/7 67/4 70/8</p> <p><b>central</b> [26] 9/22 9/24<br/>10/18 10/25 12/1 12/7<br/>12/22 13/4 13/25 14/9<br/>14/17 15/9 15/18<br/>17/10 17/24 20/9<br/>20/15 23/8 35/6 35/10<br/>35/13 36/7 36/20 79/2<br/>79/9 80/1</p> <p><b>centralized</b> [1] 19/16</p> <p><b>certain</b> [8] 9/14 9/17<br/>23/14 23/16 74/2<br/>75/23 85/21 96/20</p> <p><b>certainly</b> [18] 12/8<br/>12/10 21/13 26/3 26/9<br/>27/15 31/19 32/15<br/>36/24 49/1 57/14<br/>59/17 62/22 87/23<br/>91/9 100/25 103/13<br/>103/14</p> <p><b>certified</b> [3] 107/5<br/>107/6 107/6</p> <p><b>certify</b> [1] 107/7</p> <p><b>Chair</b> [1] 1/14</p> <p><b>challenge</b> [1] 27/2</p> <p><b>challenged</b> [1] 65/12</p> <p><b>challenges</b> [12] 8/6<br/>16/22 21/11 21/17<br/>21/19 22/5 22/17<br/>29/22 31/3 71/21 74/1<br/>75/15</p> <p><b>challenging</b> [4] 21/14<br/>72/18 74/9 75/17</p> <p><b>Chamber</b> [1] 7/16</p> <p><b>chance</b> [1] 51/2</p> <p><b>change</b> [10] 10/2 42/2<br/>42/3 42/6 43/21 43/22<br/>44/1 44/2 52/24 72/6</p> <p><b>changed</b> [4] 32/3<br/>52/17 52/22 52/23</p> <p><b>changeover</b> [1] 97/21</p> <p><b>changes</b> [15] 27/7<br/>38/1 40/7 41/7 41/15<br/>42/1 43/5 52/16 83/1<br/>83/5 84/18 84/23<br/>105/9 105/11 106/5</p> <p><b>changing</b> [3] 38/20<br/>93/7 93/8</p> <p><b>chapter</b> [8] 5/23 5/25<br/>78/12 83/21 83/23<br/>92/3 92/3 105/2</p> <p><b>chapters</b> [1] 105/5</p> <p><b>character</b> [3] 9/16<br/>33/4 77/4</p> <p><b>characteristic</b> [1]<br/>26/13</p> <p><b>characteristics</b> [1]<br/>35/19</p> <p><b>charge</b> [1] 55/5</p> <p><b>Charlotte</b> [1] 20/11</p> <p><b>Charter</b> [1] 106/7</p> <p><b>check</b> [2] 27/9 57/6</p> |
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| <p><b>C</b></p> <p><b>chicken</b> [1] 66/4</p> <p><b>choice</b> [1] 48/7</p> <p><b>Christmas</b> [1] 62/4</p> <p><b>circumstances</b> [2] 34/13 94/5</p> <p><b>cities</b> [4] 75/12 75/13 75/16 75/18</p> <p><b>city</b> [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</p> <p><b>city's</b> [11] 9/25 10/10 50/17 72/11 93/25 95/12 96/2 97/6 99/1 100/11 101/23</p> <p><b>CityPlace</b> [1] 10/6</p> <p><b>clarify</b> [1] 75/9</p> <p><b>clarifying</b> [2] 49/17 96/11</p> <p><b>clarity</b> [3] 10/4 14/15 74/4</p> <p><b>class</b> [1] 57/20</p> <p><b>classifications</b> [1] 69/25</p> <p><b>Clayton</b> [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</p> <p><b>Clayton's</b> [1] 58/22</p> <p><b>cleanly</b> [1] 29/16</p> <p><b>clear</b> [6] 23/2 35/15 74/18 77/22 91/22 91/25</p> <p><b>clearer</b> [1] 51/8</p> <p><b>clearly</b> [9] 5/19 10/10 50/23 71/20 72/7 75/5 93/24 95/22 101/6</p> <p><b>Clerk</b> [1] 106/1</p> <p><b>clientele</b> [1] 41/11</p> <p><b>clients</b> [1] 44/13</p> <p><b>climate</b> [1] 99/20</p> <p><b>close</b> [6] 13/14 36/16 87/14 105/10 105/12 105/22</p> <p><b>closed</b> [1] 106/11</p> <p><b>closely</b> [1] 20/11</p> <p><b>closer</b> [3] 15/4 69/15 72/8</p> <p><b>closest</b> [1] 15/7</p> | <p><b>closing</b> [1] 78/2</p> <p><b>clubs</b> [1] 63/24</p> <p><b>coasts</b> [2] 62/22 68/5</p> <p><b>cocaine</b> [1] 54/1</p> <p><b>code</b> [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</p> <p><b>codified</b> [1] 99/19</p> <p><b>COEUR</b> [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</p> <p><b>Coeur's</b> [1] 98/20</p> <p><b>Coffee</b> [2] 59/4 59/5</p> <p><b>cohesively</b> [1] 25/6</p> <p><b>collaboration</b> [1] 52/9</p> <p><b>collaborative</b> [3] 51/14 54/18 73/2</p> <p><b>collective</b> [1] 102/10</p> <p><b>collectively</b> [1] 51/22</p> <p><b>college</b> [2] 62/23 76/8</p> <p><b>Collins</b> [1] 86/3</p> <p><b>combination</b> [1] 63/11</p> <p><b>combinations</b> [1] 32/25</p> <p><b>come</b> [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</p> <p><b>comedy</b> [1] 63/24</p> <p><b>comes</b> [4] 25/4 64/6 68/25 76/21</p> <p><b>comfortable</b> [3] 18/19 66/11 67/10</p> <p><b>coming</b> [3] 64/21 64/21 92/10</p> <p><b>commensurate</b> [1] 16/5</p> <p><b>comment</b> [10] 3/14 4/10 31/24 48/21 71/9 74/3 74/24 81/1 84/1 90/20</p> <p><b>comments</b> [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</p> <p><b>Commerce</b> [1] 7/16</p> <p><b>commercial</b> [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</p> | <p>51/21 51/23 53/22 53/24 54/22 59/23 59/24 74/16 82/2 97/24</p> <p><b>COMMISSION</b> [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</p> <p><b>committee</b> [5] 84/6 84/17 85/8 96/2 99/14</p> <p><b>Committees</b> [1] 99/13</p> <p><b>common</b> [1] 56/22</p> <p><b>Commons</b> [1] 63/21</p> <p><b>commonsense</b> [1] 53/24</p> <p><b>community</b> [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</p> <p><b>Comp</b> [5] 17/8 93/17 94/24 97/10 99/5</p> <p><b>Company</b> [1] 52/2</p> <p><b>compared</b> [2] 47/13 97/23</p> <p><b>compatibility</b> [1] 26/15</p> <p><b>compatible</b> [1] 23/3</p> <p><b>complete</b> [2] 95/12 98/19</p> <p><b>completed</b> [4] 17/11 95/17 96/10 99/7</p> <p><b>completely</b> [1] 97/17</p> <p><b>completing</b> [1] 99/23</p> <p><b>completion</b> [1] 96/3</p> <p><b>complicated</b> [1] 98/22</p> <p><b>components</b> [2] 92/16 98/25</p> <p><b>comprehensive</b> [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</p> <p><b>concept</b> [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</p> <p><b>concepts</b> [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</p> | <p>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</p> <p><b>conceptual</b> [1] 74/21</p> <p><b>concern</b> [2] 37/14 42/23</p> <p><b>concerned</b> [3] 36/12 38/17 74/15</p> <p><b>concerning</b> [2] 33/3 64/19</p> <p><b>concerns</b> [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</p> <p><b>concluded</b> [1] 106/12</p> <p><b>concludes</b> [1] 33/19</p> <p><b>concur</b> [2] 83/15 83/16</p> <p><b>condition</b> [3] 34/19 39/18 96/23</p> <p><b>conditions</b> [3] 27/21 31/4 43/15</p> <p><b>condominiums</b> [2] 86/7 86/17</p> <p><b>configuration</b> [3] 27/25 28/1 66/11</p> <p><b>configurations</b> [3] 27/22 66/7 67/7</p> <p><b>conjunction</b> [1] 99/12</p> <p><b>connecting</b> [2] 100/18 104/10</p> <p><b>connection</b> [2] 76/6 104/14</p> <p><b>connectivity</b> [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</p> <p><b>connotations</b> [1] 40/2</p> <p><b>consider</b> [3] 5/3 38/3 101/19</p> <p><b>considerable</b> [1] 11/20</p> <p><b>consideration</b> [4] 16/24 78/2 83/12 84/4</p> <p><b>considered</b> [1] 66/14</p> <p><b>consist</b> [1] 100/2</p> <p><b>consistency</b> [8] 15/5 15/8 24/4 24/20 25/8 28/5 28/5 29/19</p> <p><b>consistent</b> [5] 11/17 13/13 15/16 17/19 26/1</p> <p><b>consolidating</b> [1] 81/21</p> <p><b>constraints</b> [3] 9/17 30/25 73/25</p> <p><b>constructed</b> [1] 97/14</p> <p><b>constructing</b> [1] 100/12</p> | <p><b>consultant</b> [2] 16/7 50/18</p> <p><b>consumed</b> [1] 66/18</p> <p><b>consuming</b> [2] 64/8 69/25</p> <p><b>contend</b> [1] 72/19</p> <p><b>content</b> [1] 83/20</p> <p><b>context</b> [6] 19/17 20/24 33/23 62/6 62/11 79/15</p> <p><b>continually</b> [1] 91/12</p> <p><b>continuation</b> [1] 22/19</p> <p><b>continue</b> [3] 5/20 77/5 105/11</p> <p><b>continued</b> [2] 5/9 73/3</p> <p><b>continuing</b> [2] 52/9 66/25</p> <p><b>contract</b> [1] 6/22</p> <p><b>control</b> [1] 34/12</p> <p><b>controlled</b> [1] 11/25</p> <p><b>convenience</b> [3] 7/22 54/5 57/13</p> <p><b>convenient</b> [2] 24/1 57/3</p> <p><b>conversation</b> [1] 73/14</p> <p><b>convince</b> [1] 69/8</p> <p><b>Conway</b> [8] 49/23 61/12 61/15 61/15 61/23 100/1 100/4 100/21</p> <p><b>cooperation</b> [1] 101/5</p> <p><b>coordinated</b> [1] 101/10</p> <p><b>coordination</b> [2] 99/4 101/1</p> <p><b>copy</b> [1] 78/8</p> <p><b>core</b> [7] 9/23 10/20 10/21 12/25 13/25 53/22 53/24</p> <p><b>corner</b> [6] 13/21 28/2 30/15 30/15 39/13 71/6</p> <p><b>correct</b> [2] 36/9 83/23</p> <p><b>corrections</b> [2] 78/22 82/21</p> <p><b>corridor</b> [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</p> <p><b>corridors</b> [1] 74/16</p> <p><b>cortex</b> [2] 65/7 65/9</p> <p><b>cosmetic</b> [1] 83/6</p> <p><b>cost</b> [1] 45/1</p> <p><b>could</b> [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</p> |
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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                            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| <p><b>C</b></p> <p><b>could...</b> [9] 65/18<br/>65/20 70/3 76/1 85/2<br/>85/21 86/22 86/24<br/>87/15</p> <p><b>couldn't</b> [1] 45/2</p> <p><b>Council</b> [3] 13/10<br/>18/19 54/24</p> <p><b>count</b> [1] 31/15</p> <p><b>counter</b> [1] 12/3</p> <p><b>country</b> [5] 18/7<br/>44/16 62/16 66/3<br/>100/22</p> <p><b>County</b> [3] 75/15<br/>98/15 107/2</p> <p><b>couple</b> [13] 28/18<br/>28/20 34/6 44/4 54/21<br/>57/17 60/24 73/13<br/>74/3 75/3 75/10 83/6<br/>103/1</p> <p><b>course</b> [5] 16/16<br/>55/21 67/8 82/15<br/>106/5</p> <p><b>court</b> [10] 1/23 3/25<br/>38/11 38/14 50/2 71/3<br/>84/13 84/16 107/5<br/>107/6</p> <p><b>cover</b> [2] 6/1 10/16</p> <p><b>coverage</b> [1] 12/23</p> <p><b>covered</b> [2] 26/2<br/>91/17</p> <p><b>covers</b> [2] 10/5 10/6</p> <p><b>Coves</b> [1] 61/12</p> <p><b>crack</b> [1] 54/1</p> <p><b>craft</b> [1] 81/6</p> <p><b>crafted</b> [1] 92/20</p> <p><b>cream</b> [1] 58/2</p> <p><b>create</b> [4] 25/22 64/1<br/>72/12 76/22</p> <p><b>creates</b> [4] 27/2 63/5<br/>63/5 64/3</p> <p><b>creating</b> [3] 18/4<br/>25/17 74/15</p> <p><b>creation</b> [2] 17/12<br/>62/25</p> <p><b>creativity</b> [1] 72/24</p> <p><b>Creek</b> [4] 19/7 19/8<br/>100/15 100/23</p> <p><b>CREVE</b> [36] 1/2 4/17<br/>9/24 11/2 15/11 16/11<br/>17/6 20/22 23/14<br/>34/10 38/14 40/5<br/>42/25 44/19 45/6 47/2<br/>47/8 50/5 51/24 52/12<br/>55/23 56/5 60/15<br/>60/22 63/11 64/3<br/>65/17 71/6 76/12<br/>87/22 88/15 98/12<br/>98/20 99/8 99/20<br/>99/23</p> <p><b>criteria</b> [1] 56/23</p> <p><b>critical</b> [2] 12/21<br/>92/16</p> <p><b>criticisms</b> [1] 93/11</p> <p><b>critiques</b> [1] 93/1</p> <p><b>cross</b> [6] 25/1 25/1</p> | <p>31/10 31/12 57/25<br/>102/8</p> <p><b>cross-access</b> [3] 25/1<br/>31/10 31/12</p> <p><b>cross-referenced</b> [1]<br/>102/8</p> <p><b>Crossing</b> [1] 47/6</p> <p><b>CSR</b> [3] 1/24 107/13<br/>107/14</p> <p><b>curious</b> [2] 44/12<br/>44/14</p> <p><b>current</b> [8] 11/22<br/>11/22 24/11 34/16<br/>39/18 40/12 81/13<br/>97/16</p> <p><b>currently</b> [6] 38/22<br/>39/16 44/25 45/25<br/>96/17 96/20</p> <p><b>customer</b> [4] 57/1<br/>57/12 57/13 57/15</p> <p><b>CVS</b> [4] 14/2 14/3<br/>14/22 56/12</p> <p><b>D</b></p> <p><b>dais</b> [4] 51/7 51/13<br/>55/2 84/2</p> <p><b>Dallas</b> [2] 20/17 62/22</p> <p><b>dash</b> [1] 10/13</p> <p><b>dashboard</b> [1] 101/20</p> <p><b>dashboards</b> [1]<br/>104/22</p> <p><b>dated</b> [1] 78/13</p> <p><b>Dave</b> [2] 84/13 84/15</p> <p><b>David</b> [3] 50/2 50/4<br/>71/13</p> <p><b>day</b> [4] 14/12 16/19<br/>23/17 64/25</p> <p><b>daytime</b> [3] 46/21<br/>53/14 63/9</p> <p><b>Dayton</b> [1] 19/9</p> <p><b>deal</b> [1] 97/19</p> <p><b>dealership</b> [3] 56/12<br/>57/6 72/16</p> <p><b>dealing</b> [5] 4/21 4/21<br/>49/12 81/13 101/9</p> <p><b>deals</b> [1] 5/25</p> <p><b>dealt</b> [1] 4/21</p> <p><b>Deborah</b> [3] 1/24<br/>107/4 107/14</p> <p><b>decades</b> [1] 30/17</p> <p><b>DECEMBER</b> [3] 1/4<br/>2/3 78/13</p> <p><b>December 12th</b> [1]<br/>78/13</p> <p><b>December 15th</b> [1]<br/>2/3</p> <p><b>decide</b> [2] 58/13<br/>68/22</p> <p><b>decision</b> [2] 77/24<br/>88/14</p> <p><b>decision-making</b> [1]<br/>77/24</p> <p><b>decorative</b> [1] 89/13</p> <p><b>deep</b> [2] 53/20 56/17</p> <p><b>deeper</b> [2] 24/7 62/10</p> <p><b>Deer</b> [2] 100/15<br/>100/23</p> | <p><b>defined</b> [2] 15/22<br/>75/6</p> <p><b>definitely</b> [1] 87/18</p> <p><b>degree</b> [6] 16/3 17/15<br/>18/19 28/5 57/13<br/>90/10</p> <p><b>deliver</b> [1] 51/16</p> <p><b>demand</b> [14] 8/5 47/7<br/>48/13 48/20 61/2<br/>62/12 63/4 63/5 63/5<br/>69/4 69/16 69/17 70/7<br/>71/16</p> <p><b>demands</b> [1] 57/12</p> <p><b>demographics</b> [1]<br/>55/12</p> <p><b>demonstrated</b> [3]<br/>50/9 50/22 69/16</p> <p><b>denoted</b> [1] 103/9</p> <p><b>dense</b> [4] 12/24 33/7<br/>49/22 72/7</p> <p><b>density</b> [10] 11/16<br/>22/12 45/2 53/12 54/9<br/>58/17 61/4 61/8 61/17<br/>61/20</p> <p><b>Denver</b> [1] 62/22</p> <p><b>Department</b> [1] 99/16</p> <p><b>Departments</b> [1] 96/1</p> <p><b>dependent</b> [1] 27/22</p> <p><b>dependents</b> [1] 53/20</p> <p><b>depending</b> [2] 34/13<br/>75/7</p> <p><b>deployments</b> [1]<br/>99/24</p> <p><b>depth</b> [1] 90/13</p> <p><b>described</b> [2] 35/15<br/>60/8</p> <p><b>description</b> [1] 79/2</p> <p><b>descriptions</b> [1]<br/>82/16</p> <p><b>design</b> [9] 13/1 13/4<br/>13/23 14/13 17/10<br/>72/13 72/18 73/5 82/6</p> <p><b>designated</b> [3] 79/24<br/>100/4 103/25</p> <p><b>designed</b> [4] 73/5<br/>93/17 95/9 100/10</p> <p><b>designer</b> [1] 86/9</p> <p><b>desirable</b> [2] 76/17<br/>88/22</p> <p><b>desired</b> [3] 6/23<br/>21/23 79/4</p> <p><b>desirous</b> [1] 39/15</p> <p><b>destination</b> [1] 10/25</p> <p><b>detail</b> [3] 81/5 81/9<br/>90/7</p> <p><b>detailed</b> [5] 10/15<br/>90/16 98/7 99/11<br/>102/4</p> <p><b>detection</b> [2] 42/22<br/>96/21</p> <p><b>determined</b> [1] 96/16</p> <p><b>detract</b> [2] 36/19<br/>74/13</p> <p><b>detriment</b> [1] 81/19</p> <p><b>develop</b> [6] 24/9 26/9<br/>86/25 95/19 96/3 97/5</p> | <p><b>developed</b> [9] 9/17<br/>10/11 37/19 44/25<br/>82/6 94/15 97/22<br/>99/11 101/4</p> <p><b>developer</b> [2] 48/17<br/>73/4</p> <p><b>developers</b> [2] 68/4<br/>68/15</p> <p><b>developing</b> [2] 19/10<br/>101/20</p> <p><b>development</b> [62]<br/>1/18 2/20 4/17 10/8<br/>10/15 12/20 15/13<br/>17/23 18/22 18/25<br/>19/23 20/4 20/18<br/>21/21 25/3 25/16<br/>26/13 26/16 27/14<br/>32/4 40/3 43/1 44/21<br/>49/2 49/10 53/9 53/13<br/>56/18 59/21 60/6<br/>62/20 63/16 64/19<br/>68/2 68/14 71/10<br/>71/12 72/23 73/23<br/>74/13 76/18 80/24<br/>81/11 81/15 81/23<br/>85/20 92/24 93/8<br/>95/24 96/1 96/5 97/8<br/>97/20 98/3 98/5 98/9<br/>98/12 98/15 99/8<br/>99/10 99/15 99/20</p> <p><b>developments</b> [12]<br/>12/10 13/11 13/14<br/>18/13 23/3 23/10<br/>23/11 31/21 45/10<br/>55/14 55/15 62/12</p> <p><b>develops</b> [1] 35/19</p> <p><b>deviate</b> [1] 17/14</p> <p><b>diagram</b> [1] 25/11</p> <p><b>dialogue</b> [1] 73/21</p> <p><b>dictating</b> [1] 74/19</p> <p><b>did</b> [14] 5/4 28/3<br/>33/20 49/18 49/18<br/>49/20 49/21 58/24<br/>59/8 64/12 75/4 78/7<br/>88/19 91/4</p> <p><b>didn't</b> [7] 17/3 37/4<br/>42/21 43/4 49/18<br/>88/17 103/5</p> <p><b>Dierbergs</b> [3] 30/3<br/>58/5 58/15</p> <p><b>difference</b> [1] 59/20</p> <p><b>differences</b> [1] 17/16</p> <p><b>different</b> [36] 7/11<br/>7/11 12/13 18/11<br/>23/11 24/3 27/22<br/>27/23 27/24 27/24<br/>28/18 32/22 36/2<br/>38/21 38/25 39/15<br/>40/10 42/20 42/22<br/>46/18 49/4 51/9 51/9<br/>51/11 53/8 56/25 57/2<br/>57/11 57/12 57/17<br/>68/1 69/18 75/16<br/>75/22 102/11 102/19</p> <p><b>differential</b> [1] 45/18</p> <p><b>difficult</b> [6] 21/17</p> | <p>21/17 43/2 55/2 75/18<br/>89/9</p> <p><b>difficulty</b> [2] 7/19<br/>102/20</p> <p><b>digging</b> [1] 62/9</p> <p><b>dimensional</b> [1] 81/2</p> <p><b>dimensions</b> [1] 27/6</p> <p><b>diminished</b> [1] 45/18</p> <p><b>dining</b> [1] 77/3</p> <p><b>direct</b> [1] 8/13</p> <p><b>direction</b> [8] 5/15<br/>18/3 24/3 33/25 34/14<br/>46/14 67/2 93/11</p> <p><b>directive</b> [1] 29/13</p> <p><b>directly</b> [1] 37/10</p> <p><b>Director</b> [4] 1/18 2/19<br/>4/16 90/18</p> <p><b>disappointed</b> [1]<br/>65/20</p> <p><b>discuss</b> [9] 4/20 6/9<br/>6/13 30/5 78/20 82/22<br/>102/24 105/8 105/11</p> <p><b>discussed</b> [4] 16/23<br/>23/9 54/13 88/16</p> <p><b>discussion</b> [13] 5/9<br/>5/15 6/9 11/21 21/2<br/>30/9 59/19 70/13 71/8<br/>71/13 73/3 75/21<br/>87/16</p> <p><b>distinctions</b> [2] 20/25<br/>33/23</p> <p><b>distinguished</b> [1]<br/>53/23</p> <p><b>Distract</b> [1] 89/15</p> <p><b>distribution</b> [1] 56/17</p> <p><b>district</b> [46] 8/3 8/7<br/>8/10 8/14 9/9 9/20<br/>9/21 9/22 9/24 10/18<br/>11/8 12/1 12/7 12/22<br/>13/5 14/1 14/9 14/17<br/>14/18 15/10 15/19<br/>15/23 15/23 18/25<br/>22/25 23/8 26/12 35/7<br/>35/10 36/7 36/20<br/>58/25 64/21 77/17<br/>79/2 79/9 79/10 80/1<br/>80/11 80/14 82/6 82/7<br/>82/12 98/1 98/2 99/4</p> <p><b>districts</b> [9] 8/20 9/16<br/>12/6 22/23 78/18<br/>95/24 97/7 97/17<br/>97/18</p> <p><b>disturbances</b> [3]<br/>95/20 96/19 96/25</p> <p><b>diversification</b> [1]<br/>94/9</p> <p><b>do</b> [80] 3/4 3/12 3/21<br/>4/2 4/2 4/5 4/13 5/11<br/>5/25 12/18 14/24<br/>18/11 18/18 21/24<br/>24/25 27/8 27/9 28/20<br/>29/6 29/21 29/23 30/1<br/>30/2 30/5 30/11 31/3<br/>31/10 35/4 35/11 38/6<br/>40/12 41/8 43/17 44/5<br/>44/15 45/8 45/21</p> |
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| <p><b>D</b></p> <p><b>do...</b> [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</p> <p><b>document</b> [4] 6/24 17/9 90/19 93/2</p> <p><b>Documentation</b> [1] 105/25</p> <p><b>documents</b> [2] 9/25 90/8</p> <p><b>does</b> [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</p> <p><b>doesn't</b> [10] 36/19 36/19 39/4 40/1 42/17 44/20 63/13 65/20 89/18 104/24</p> <p><b>doing</b> [11] 17/3 18/19 31/13 38/21 39/15 40/9 60/17 60/20 68/6 85/3 90/23</p> <p><b>domain</b> [1] 42/14</p> <p><b>Don</b> [1] 1/15</p> <p><b>don't</b> [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</p> <p><b>done</b> [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</p> <p><b>down</b> [7] 13/24 49/23 53/7 54/18 54/25 61/7 71/25</p> <p><b>Downs</b> [2] 100/22 100/22</p> <p><b>downtown</b> [14] 9/23 10/20 10/21 15/22 15/23 16/6 17/13 40/5</p> <p>46/4 46/5 80/18 82/11 99/6 99/8</p> <p><b>draft</b> [7] 6/10 34/16 80/18 81/13 92/8 99/7 106/2</p> <p><b>draw</b> [2] 68/9 89/16</p> <p><b>drill</b> [1] 71/25</p> <p><b>Drive</b> [1] 1/24</p> <p><b>driver</b> [1] 62/25</p> <p><b>drives</b> [2] 67/8 77/10</p> <p><b>driving</b> [4] 13/24 27/14 61/25 66/2</p> <p><b>drop</b> [1] 65/7</p> <p><b>drugs</b> [1] 57/11</p> <p><b>drugstore</b> [2] 60/17 60/21</p> <p><b>drugstores</b> [1] 60/22</p> <p><b>dry</b> [1] 52/18</p> <p><b>Du</b> [1] 100/22</p> <p><b>due</b> [1] 7/20</p> <p><b>dumbest</b> [1] 69/2</p> <p><b>during</b> [4] 23/17 95/15 102/10 106/5</p> <p><b>duty</b> [1] 50/19</p> <p><b>E</b></p> <p><b>each</b> [5] 25/3 40/6 82/6 102/12 103/16</p> <p><b>earlier</b> [2] 18/5 20/2</p> <p><b>early</b> [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</p> <p><b>ease</b> [2] 97/22 102/20</p> <p><b>easement</b> [1] 100/21</p> <p><b>easements</b> [1] 25/2</p> <p><b>easier</b> [1] 100/25</p> <p><b>east</b> [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</p> <p><b>easy</b> [2] 34/17 41/13</p> <p><b>Ecology</b> [1] 99/13</p> <p><b>economic</b> [8] 39/20 59/15 59/16 73/7 85/20 98/5 98/12 98/14</p> <p><b>economics</b> [4] 44/21 44/24 49/3 68/5</p> <p><b>effect</b> [2] 63/6 96/5</p> <p><b>effective</b> [1] 104/10</p> <p><b>effectively</b> [1] 79/25</p> <p><b>efficient</b> [1] 81/24</p> <p><b>effort</b> [4] 16/1 52/22 77/10 98/5</p> <p><b>egg</b> [1] 66/4</p> <p><b>eight</b> [4] 55/1 57/24 95/7 101/25</p> <p><b>eighths</b> [1] 47/4</p> <p><b>either</b> [4] 25/5 51/22 61/19 63/9</p> <p><b>election</b> [1] 95/15</p> <p><b>Electric</b> [2] 100/17</p> | <p>100/24</p> <p><b>electrical</b> [1] 89/8</p> <p><b>electrical equipment</b> [1] 89/8</p> <p><b>element</b> [1] 26/7</p> <p><b>elements</b> [5] 13/22 56/4 56/4 81/18 81/19</p> <p><b>eliminated</b> [2] 7/4 16/24</p> <p><b>eloquently</b> [1] 58/10</p> <p><b>else</b> [5] 18/8 34/4 34/7 58/4 83/13</p> <p><b>elsewhere</b> [1] 44/19</p> <p><b>email</b> [1] 89/23</p> <p><b>embellished</b> [1] 40/6</p> <p><b>eminent</b> [1] 42/14</p> <p><b>emphasizes</b> [1] 16/4</p> <p><b>employees</b> [2] 76/7 77/24</p> <p><b>employers</b> [4] 69/6 70/4 76/7 77/24</p> <p><b>employment</b> [1] 63/4</p> <p><b>encourage</b> [9] 14/14 14/15 23/12 23/21 24/20 24/25 25/23 85/21 88/8</p> <p><b>encouraged</b> [5] 25/2 51/10 51/15 80/7 81/14</p> <p><b>encourages</b> [1] 40/24</p> <p><b>end</b> [3] 14/12 56/7 105/6</p> <p><b>energy</b> [2] 81/24 99/12</p> <p><b>enforced</b> [1] 96/19</p> <p><b>enforcement</b> [1] 100/5</p> <p><b>enforcing</b> [1] 10/12</p> <p><b>enhancements</b> [1] 95/13</p> <p><b>enormous</b> [2] 62/25 68/7</p> <p><b>enormously</b> [1] 56/16</p> <p><b>enough</b> [5] 35/22 45/2 45/8 69/2 72/13</p> <p><b>ensure</b> [1] 99/4</p> <p><b>entail</b> [1] 47/18</p> <p><b>enter</b> [1] 33/13</p> <p><b>entered</b> [1] 6/22</p> <p><b>entertainment</b> [1] 63/24</p> <p><b>enthusiasm</b> [1] 64/4</p> <p><b>entire</b> [1] 92/19</p> <p><b>entity</b> [1] 18/23</p> <p><b>entrance</b> [1] 15/15</p> <p><b>entries</b> [1] 105/21</p> <p><b>environment</b> [5] 55/2 69/4 72/12 75/17 99/12</p> <p><b>environmental</b> [2] 67/24 96/5</p> <p><b>envision</b> [1] 48/18</p> <p><b>envisioned</b> [2] 10/24 98/6</p> <p><b>envisions</b> [1] 22/21</p> <p><b>EPA's</b> [1] 96/18</p> | <p><b>equipment</b> [1] 89/8</p> <p><b>errand</b> [1] 57/10</p> <p><b>especially</b> [7] 23/17 26/5 37/17 61/11 62/20 85/6 97/23</p> <p><b>essentially</b> [2] 13/21 55/9</p> <p><b>establish</b> [3] 79/23 101/12 101/16</p> <p><b>establishing</b> [2] 92/16 95/3</p> <p><b>establishment</b> [1] 79/22</p> <p><b>estate</b> [2] 51/24 71/19</p> <p><b>evaluating</b> [1] 94/19</p> <p><b>even</b> [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</p> <p><b>evening</b> [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</p> <p><b>event</b> [1] 19/12</p> <p><b>events</b> [1] 11/1</p> <p><b>eventually</b> [1] 73/18</p> <p><b>ever</b> [4] 33/16 59/14 64/2 65/1</p> <p><b>every</b> [3] 22/5 26/23 50/17</p> <p><b>everybody</b> [2] 7/2 63/20</p> <p><b>everyone</b> [1] 5/7</p> <p><b>everything</b> [2] 55/8 105/4</p> <p><b>everything's</b> [1] 28/11</p> <p><b>everywhere</b> [1] 58/20</p> <p><b>exact</b> [1] 45/23</p> <p><b>examining</b> [1] 27/11</p> <p><b>example</b> [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</p> <p><b>examples</b> [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</p> <p><b>exceeds</b> [1] 47/7</p> <p><b>except</b> [1] 40/1</p> <p><b>exception</b> [1] 47/6</p> <p><b>excessive</b> [2] 13/20 60/17</p> <p><b>excitement</b> [1] 64/4</p> <p><b>exciting</b> [5] 62/20 63/22 63/23 64/2 77/4</p> <p><b>exclude</b> [1] 82/13</p> <p><b>excuse</b> [1] 61/4</p> <p><b>Executive</b> [3] 16/12 34/10 34/18</p> <p><b>exhausted</b> [1] 105/16</p> <p><b>exhibits</b> [1] 105/24</p> <p><b>exist</b> [4] 16/22 23/13</p> | <p>29/18 42/21</p> <p><b>existing</b> [9] 7/4 7/4 27/21 31/21 32/4 43/14 97/16 99/7 100/20</p> <p><b>exists</b> [4] 21/12 29/15 38/22 39/16</p> <p><b>expand</b> [3] 70/6 84/19 85/1</p> <p><b>expansion</b> [1] 100/11</p> <p><b>expect</b> [3] 40/10 43/23 69/3</p> <p><b>expectation</b> [1] 57/12</p> <p><b>expectations</b> [1] 57/2</p> <p><b>expensive</b> [3] 88/25 89/7 89/10</p> <p><b>experience</b> [6] 51/21 51/24 53/10 53/11 70/2 75/24</p> <p><b>experiences</b> [3] 51/9 52/7 87/22</p> <p><b>expertise</b> [1] 53/8</p> <p><b>explain</b> [2] 12/4 39/17</p> <p><b>expressed</b> [1] 51/18</p> <p><b>expression</b> [1] 54/3</p> <p><b>extent</b> [3] 52/8 60/7 60/10</p> <p><b>extraordinary</b> [1] 50/9</p> <p><b>extrapolate</b> [1] 58/13</p> <p><b>extrapolated</b> [1] 57/21</p> <p><b>extremely</b> [1] 70/16</p> <p><b>F</b></p> <p><b>faced</b> [1] 72/10</p> <p><b>facetious</b> [1] 48/22</p> <p><b>facilitate</b> [3] 92/22 93/5 98/3</p> <p><b>facilities</b> [4] 41/13 80/3 80/5 91/13</p> <p><b>facility</b> [2] 99/23 100/19</p> <p><b>fact</b> [11] 6/25 16/7 17/7 40/4 42/24 45/22 48/9 48/23 97/13 100/23 105/13</p> <p><b>factor</b> [1] 6/22</p> <p><b>factually</b> [1] 55/9</p> <p><b>fair</b> [2] 6/1 57/15</p> <p><b>fairly</b> [3] 36/16 37/7 61/16</p> <p><b>falls</b> [1] 82/14</p> <p><b>familiar</b> [1] 85/16</p> <p><b>families</b> [1] 62/24</p> <p><b>family</b> [10] 21/16 52/5 53/11 59/3 59/10 61/17 62/25 69/18 69/19 77/13</p> <p><b>far</b> [1] 91/21</p> <p><b>farfetched</b> [1] 12/24</p> <p><b>fashion</b> [1] 69/7</p> <p><b>fault</b> [1] 52/22</p> <p><b>favor</b> [3] 3/8 42/16 45/13</p> <p><b>feasible</b> [1] 95/2</p> <p><b>feedback</b> [5] 4/24</p> |
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| 6.1.z                                                                                                  |                                                                                          |                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                            |
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| <b>F</b>                                                                                               | <b>feedback...</b> [4] 33/25<br>43/18 81/16 89/24                                        | 100/20                                                                                                                                                                                                                       | <b>fully</b> [3] 51/3 89/3<br>95/17                                                                                                                                                                                                                                                                                                                                                        |
|                                                                                                        | <b>feeds</b> [1] 67/8                                                                    | <b>following</b> [1] 105/24                                                                                                                                                                                                  | <b>fun</b> [1] 76/23                                                                                                                                                                                                                                                                                                                                                                       |
| <b>feel</b> [7] 11/6 11/9 16/3<br>18/19 33/20 94/20<br>96/9                                            | <b>feeling</b> [2] 64/5 67/2                                                             | <b>follows</b> [2] 54/3 63/7                                                                                                                                                                                                 | <b>fundamentally</b> [2]<br>79/14 96/22                                                                                                                                                                                                                                                                                                                                                    |
| <b>feely</b> [1] 39/23                                                                                 | <b>feet</b> [6] 14/20 26/19<br>26/22 26/25 60/23<br>60/24                                | <b>food</b> [2] 36/23 64/9                                                                                                                                                                                                   | <b>funded</b> [1] 95/17                                                                                                                                                                                                                                                                                                                                                                    |
| <b>few</b> [7] 6/15 33/21<br>57/5 78/2 84/21 85/23<br>100/6                                            | <b>field</b> [6] 12/2 13/19<br>20/3 28/25 45/5 56/13                                     | <b>foods</b> [1] 58/2                                                                                                                                                                                                        | <b>fundings</b> [4] 19/1 94/9<br>94/11 94/11                                                                                                                                                                                                                                                                                                                                               |
| <b>fielded</b> [1] 50/13                                                                               | <b>figured</b> [1] 75/19                                                                 | <b>foot</b> [8] 14/19 30/21<br>31/5 45/19 45/20<br>60/17 60/18 61/19                                                                                                                                                         | <b>further</b> [8] 14/20<br>16/11 28/1 29/5 29/25<br>57/8 74/23 84/7                                                                                                                                                                                                                                                                                                                       |
| <b>figure</b> [1] 106/7                                                                                | <b>file</b> [1] 106/7                                                                    | <b>footage</b> [1] 47/1                                                                                                                                                                                                      | <b>future</b> [6] 9/11 16/20<br>18/18 24/9 39/4 87/15                                                                                                                                                                                                                                                                                                                                      |
| <b>fill</b> [1] 37/5                                                                                   | <b>final</b> [5] 6/10 6/12<br>41/17 75/10 92/3                                           | <b>foremost</b> [1] 41/8                                                                                                                                                                                                     | <b>G</b>                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>finalized</b> [1] 80/21                                                                             | <b>finalizing</b> [1] 96/9                                                               | <b>Forest</b> [2] 65/13<br>100/22                                                                                                                                                                                            | <b>game</b> [2] 76/10 76/13                                                                                                                                                                                                                                                                                                                                                                |
| <b>finally</b> [4] 6/8 94/19<br>99/10 101/11                                                           | <b>financial</b> [1] 8/12                                                                | <b>form</b> [7] 16/1 16/2<br>17/13 24/16 69/6<br>80/19 99/6                                                                                                                                                                  | <b>gap</b> [1] 37/5                                                                                                                                                                                                                                                                                                                                                                        |
| <b>find</b> [7] 35/9 39/2 49/4<br>49/18 54/9 79/6 97/1                                                 | <b>fine</b> [2] 10/15 61/14                                                              | <b>form-based</b> [5] 16/1<br>16/2 17/13 80/19 99/6                                                                                                                                                                          | <b>garage</b> [1] 18/21                                                                                                                                                                                                                                                                                                                                                                    |
| <b>finely</b> [1] 19/18                                                                                | <b>fire</b> [1] 72/15                                                                    | <b>formed</b> [1] 54/24                                                                                                                                                                                                      | <b>garages</b> [1] 33/13                                                                                                                                                                                                                                                                                                                                                                   |
| <b>firm</b> [1] 39/14                                                                                  | <b>first</b> [12] 5/11 31/4<br>39/2 41/8 41/21 50/7<br>63/8 64/6 71/2 73/20<br>76/9 99/1 | <b>former</b> [1] 100/17                                                                                                                                                                                                     | <b>gas</b> [1] 72/16                                                                                                                                                                                                                                                                                                                                                                       |
| <b>fits</b> [1] 13/3                                                                                   | <b>five</b> [6] 26/20 57/9<br>72/4 92/11 92/21<br>101/18                                 | <b>Forsyth</b> [1] 46/18                                                                                                                                                                                                     | <b>Gatesbury</b> [1] 1/24                                                                                                                                                                                                                                                                                                                                                                  |
| <b>flexibility</b> [12] 46/8<br>47/15 47/16 47/18<br>48/3 56/20 72/24<br>80/20 83/3 83/5 93/20<br>94/3 | <b>flexible</b> [3] 35/22<br>60/14 79/15                                                 | <b>forth</b> [10] 9/4 9/14<br>19/25 21/1 28/2 29/7<br>74/17 89/23 97/10<br>104/19                                                                                                                                            | <b>Gateway</b> [1] 99/22                                                                                                                                                                                                                                                                                                                                                                   |
| <b>floor</b> [2] 11/18 20/14                                                                           | <b>flying</b> [1] 90/14                                                                  | <b>fortune</b> [1] 63/12                                                                                                                                                                                                     | <b>gathering</b> [4] 10/25<br>17/24 20/9 20/15                                                                                                                                                                                                                                                                                                                                             |
| <b>focus</b> [5] 8/21 8/23<br>9/19 89/12 92/6                                                          | <b>focused</b> [2] 13/4<br>84/21                                                         | <b>forward</b> [14] 3/24<br>5/20 6/16 10/12 14/25<br>16/13 18/15 34/23<br>35/11 43/4 80/20 81/7<br>91/14 104/20                                                                                                              | <b>gave</b> [1] 45/17                                                                                                                                                                                                                                                                                                                                                                      |
| <b>focuses</b> [1] 22/19                                                                               | <b>focusing</b> [3] 5/13<br>16/25 81/17                                                  | <b>found</b> [3] 19/4 19/6<br>68/9                                                                                                                                                                                           | <b>Gene</b> [1] 1/16                                                                                                                                                                                                                                                                                                                                                                       |
| <b>folded</b> [1] 98/8                                                                                 | <b>folks</b> [5] 50/7 57/18<br>69/3 69/11 98/11                                          | <b>four</b> [2] 15/25 64/16                                                                                                                                                                                                  | <b>general</b> [3] 80/17<br>92/14 93/13                                                                                                                                                                                                                                                                                                                                                    |
| <b>follow</b> [2] 90/17                                                                                |                                                                                          | <b>framework</b> [2] 5/12<br>8/19                                                                                                                                                                                            | <b>generate</b> [3] 46/7<br>46/12 46/13                                                                                                                                                                                                                                                                                                                                                    |
|                                                                                                        |                                                                                          | <b>frankly</b> [2] 42/10<br>52/19                                                                                                                                                                                            | <b>generated</b> [3] 45/25<br>46/3 53/22                                                                                                                                                                                                                                                                                                                                                   |
|                                                                                                        |                                                                                          | <b>free</b> [1] 55/5                                                                                                                                                                                                         | <b>generates</b> [1] 66/18                                                                                                                                                                                                                                                                                                                                                                 |
|                                                                                                        |                                                                                          | <b>Fresh</b> [4] 13/18 14/21<br>56/11 57/14                                                                                                                                                                                  | <b>generating</b> [1] 53/24                                                                                                                                                                                                                                                                                                                                                                |
|                                                                                                        |                                                                                          | <b>friendly</b> [1] 20/8                                                                                                                                                                                                     | <b>generation</b> [2] 67/6<br>68/19                                                                                                                                                                                                                                                                                                                                                        |
|                                                                                                        |                                                                                          | <b>Frisco</b> [2] 20/16<br>20/17                                                                                                                                                                                             | <b>generator</b> [1] 56/1                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                                        |                                                                                          | <b>front</b> [31] 7/25 11/24<br>12/2 13/18 13/19 14/4<br>14/11 17/18 24/21<br>24/23 25/10 25/22<br>28/6 28/8 28/10 28/17<br>28/25 29/3 30/3 30/22<br>32/10 33/14 39/8<br>40/23 41/10 56/14<br>58/14 65/1 79/23<br>79/24 80/8 | <b>generators</b> [1] 55/13                                                                                                                                                                                                                                                                                                                                                                |
|                                                                                                        |                                                                                          | <b>frontage</b> [2] 32/7<br>32/20                                                                                                                                                                                            | <b>geniuses</b> [1] 69/11                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                                        |                                                                                          | <b>frontages</b> [3] 24/10<br>25/18 80/5                                                                                                                                                                                     | <b>geographical</b> [2] 79/5<br>93/18                                                                                                                                                                                                                                                                                                                                                      |
|                                                                                                        |                                                                                          | <b>fronting</b> [1] 20/20                                                                                                                                                                                                    | <b>geographically</b> [1]<br>98/7                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                                        |                                                                                          | <b>Fronts</b> [1] 16/15                                                                                                                                                                                                      | <b>get</b> [31] 15/7 18/18<br>31/11 33/14 35/11<br>36/14 39/7 41/17 45/2<br>45/8 46/10 55/3 55/5<br>61/14 61/18 64/15<br>67/13 70/24 73/17<br>74/24 76/10 76/13<br>76/20 76/20 76/21<br>77/10 77/12 88/18<br>89/5 99/18 104/24                                                                                                                                                             |
|                                                                                                        |                                                                                          | <b>frozen</b> [1] 58/2                                                                                                                                                                                                       | <b>gets</b> [1] 40/6                                                                                                                                                                                                                                                                                                                                                                       |
|                                                                                                        |                                                                                          | <b>fruit</b> [2] 97/12 100/25                                                                                                                                                                                                | <b>getting</b> [4] 59/14 66/3<br>104/14 105/6                                                                                                                                                                                                                                                                                                                                              |
|                                                                                                        |                                                                                          | <b>fruition</b> [1] 46/13                                                                                                                                                                                                    | <b>give</b> [10] 4/19 9/4<br>19/3 20/24 45/24<br>47/23 59/19 61/7<br>83/25 88/19                                                                                                                                                                                                                                                                                                           |
|                                                                                                        |                                                                                          | <b>full</b> [5] 53/15 63/10<br>69/10 96/7 101/5                                                                                                                                                                              | <b>given</b> [10] 37/17<br>37/17 53/25 82/18<br>82/18 88/4 95/2<br>100/23 101/7 102/12                                                                                                                                                                                                                                                                                                     |
|                                                                                                        |                                                                                          | <b>full-time</b> [2] 53/15<br>63/10                                                                                                                                                                                          | <b>given the</b> [1] 82/18                                                                                                                                                                                                                                                                                                                                                                 |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>go</b> [35] 4/6 8/19 9/7<br>9/13 17/5 18/21 18/21                                                                                                                                                                                                                                                                                                                                       |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | 24/3 27/1 28/1 28/11<br>35/7 58/8 61/24 62/2<br>65/14 66/23 67/2<br>67/22 72/5 76/9 76/23<br>76/24 76/24 77/3 78/9<br>78/11 78/21 82/23<br>83/3 83/20 91/9 95/10<br>102/22 105/3                                                                                                                                                                                                           |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>goal</b> [2] 10/4 88/22                                                                                                                                                                                                                                                                                                                                                                 |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>goals</b> [2] 102/7 102/8                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>God</b> [1] 66/22                                                                                                                                                                                                                                                                                                                                                                       |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>Goddard</b> [1] 33/2                                                                                                                                                                                                                                                                                                                                                                    |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>goes</b> [4] 17/7 26/20<br>53/17 76/3                                                                                                                                                                                                                                                                                                                                                   |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>going</b> [57] 2/1 3/20<br>3/23 6/17 6/17 8/11<br>8/19 9/19 9/25 11/19<br>12/4 12/19 18/8 24/24<br>24/24 25/5 25/14<br>25/15 26/25 27/1<br>27/23 28/4 29/19 37/6<br>37/20 37/25 39/24<br>53/3 55/25 58/4 58/17<br>60/2 62/6 62/7 62/12<br>64/8 64/12 64/17 65/3<br>67/5 67/7 67/10 71/14<br>72/5 72/23 72/23<br>72/25 72/25 73/3 73/5<br>76/24 77/12 85/9<br>85/12 92/4 98/17<br>102/22 |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>golf</b> [2] 16/16 82/15                                                                                                                                                                                                                                                                                                                                                                |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>gone</b> [1] 47/24                                                                                                                                                                                                                                                                                                                                                                      |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>good</b> [27] 4/15 13/23<br>21/6 22/6 24/17 27/4<br>32/6 33/10 44/23 52/6<br>54/16 54/16 60/6 60/8<br>63/12 63/17 65/23<br>76/25 83/2 83/2 83/17<br>83/18 84/25 93/13<br>93/15 103/13 104/19                                                                                                                                                                                            |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>goods</b> [4] 63/25 64/1<br>64/9 70/7                                                                                                                                                                                                                                                                                                                                                   |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>goods and</b> [1] 63/25                                                                                                                                                                                                                                                                                                                                                                 |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>Google</b> [1] 10/9                                                                                                                                                                                                                                                                                                                                                                     |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>got</b> [18] 11/9 13/9<br>15/25 16/8 21/15<br>28/11 32/7 33/8 47/3<br>47/7 58/5 63/8 63/17<br>64/7 64/16 65/21<br>71/17 89/7                                                                                                                                                                                                                                                            |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>governed</b> [1] 80/10                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>government</b> [1] 95/13                                                                                                                                                                                                                                                                                                                                                                |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>grade</b> [1] 36/23                                                                                                                                                                                                                                                                                                                                                                     |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>grades</b> [2] 33/8 33/12                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>graduate</b> [1] 76/8                                                                                                                                                                                                                                                                                                                                                                   |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>Graeser</b> [6] 30/15<br>39/13 49/12 52/1<br>104/2 104/9                                                                                                                                                                                                                                                                                                                                |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>grain</b> [1] 10/15                                                                                                                                                                                                                                                                                                                                                                     |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>grants</b> [2] 89/4 94/12                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>grassy</b> [1] 62/5                                                                                                                                                                                                                                                                                                                                                                     |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>great</b> [12] 4/11 20/7<br>37/5 50/11 63/19 71/8<br>71/11 71/15 71/18<br>74/15 77/8 89/19                                                                                                                                                                                                                                                                                              |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>greater</b> [7] 53/10<br>53/12 53/14 53/15<br>57/13 58/20 96/20                                                                                                                                                                                                                                                                                                                         |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>greatest</b> [2] 98/12<br>98/14                                                                                                                                                                                                                                                                                                                                                         |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>green</b> [14] 12/25<br>16/15 20/3 24/12<br>26/12 26/12 26/14<br>45/5 61/23 62/1 62/4<br>62/6 81/14 93/15                                                                                                                                                                                                                                                                               |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>greenbelts</b> [1] 24/6                                                                                                                                                                                                                                                                                                                                                                 |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>greenery</b> [1] 33/14                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>greenway</b> [5] 100/15<br>100/16 100/20 100/23<br>101/6                                                                                                                                                                                                                                                                                                                                |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>greenways</b> [2] 100/12<br>100/14                                                                                                                                                                                                                                                                                                                                                      |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>grid</b> [1] 20/19                                                                                                                                                                                                                                                                                                                                                                      |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>groceries</b> [1] 58/6                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>grocers</b> [5] 57/17<br>57/19 57/20 57/23<br>58/5                                                                                                                                                                                                                                                                                                                                      |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>grocery</b> [3] 58/1 58/8<br>67/5                                                                                                                                                                                                                                                                                                                                                       |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>ground</b> [3] 11/18 12/8<br>20/14                                                                                                                                                                                                                                                                                                                                                      |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>group</b> [10] 5/1 38/16<br>50/6 50/8 50/21 51/19<br>53/7 53/9 54/20 54/24                                                                                                                                                                                                                                                                                                              |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>growth</b> [3] 62/20 63/4<br>77/11                                                                                                                                                                                                                                                                                                                                                      |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>guess</b> [7] 43/3 47/11<br>47/17 57/4 65/24<br>105/3 105/7                                                                                                                                                                                                                                                                                                                             |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>guide</b> [1] 99/7                                                                                                                                                                                                                                                                                                                                                                      |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>Guideline</b> [1] 13/4                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>guidelines</b> [6] 13/1<br>14/13 17/10 18/2<br>24/10 82/6                                                                                                                                                                                                                                                                                                                               |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>guy</b> [1] 40/8                                                                                                                                                                                                                                                                                                                                                                        |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>guys</b> [2] 57/9 72/2                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>H</b>                                                                                                                                                                                                                                                                                                                                                                                   |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>H3</b> [6] 4/7 6/22 25/11<br>27/17 78/6 106/4                                                                                                                                                                                                                                                                                                                                           |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>had</b> [36] 7/14 19/5<br>21/10 22/15 24/18<br>37/2 38/6 39/10 41/8<br>48/2 50/17 51/2 51/17<br>51/22 52/24 53/6 59/6<br>59/8 59/11 60/12<br>60/16 65/1 67/24<br>67/25 68/4 68/13 71/8<br>71/19 81/12 84/23<br>85/7 85/10 88/11<br>90/23 103/3 103/5                                                                                                                                    |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>had one</b> [1] 88/11                                                                                                                                                                                                                                                                                                                                                                   |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>half</b> [2] 6/18 47/4                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>halfway</b> [1] 67/17                                                                                                                                                                                                                                                                                                                                                                   |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>Hall</b> [3] 1/15 2/7 6/7                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>hand</b> [1] 83/7                                                                                                                                                                                                                                                                                                                                                                       |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>handed</b> [1] 30/10                                                                                                                                                                                                                                                                                                                                                                    |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>handled</b> [2] 35/1<br>50/10                                                                                                                                                                                                                                                                                                                                                           |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>handout</b> [1] 78/12                                                                                                                                                                                                                                                                                                                                                                   |
|                                                                                                        |                                                                                          |                                                                                                                                                                                                                              | <b>hanging</b> [2] 97/11<br>100/25                                                                                                                                                                                                                                                                                                                                                         |



|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        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| <p><b>H</b></p> <p><b>happen [7]</b> 36/1<br/>39/20 42/9 45/1 70/3<br/>93/7 101/14</p> <p><b>happened [1]</b> 52/19</p> <p><b>happening [4]</b> 64/5<br/>72/1 72/2 75/23</p> <p><b>happens [6]</b> 34/22<br/>36/13 36/13 52/5<br/>75/13 76/2</p> <p><b>happy [6]</b> 21/3 34/5<br/>38/6 78/20 82/21<br/>102/24</p> <p><b>hard [1]</b> 72/13</p> <p><b>harkens [1]</b> 87/4</p> <p><b>has [59]</b> 6/16 9/24<br/>11/20 14/21 14/22<br/>15/15 15/16 15/24<br/>16/12 16/12 16/13<br/>16/23 18/8 21/6 22/3<br/>27/5 27/17 32/4 39/14<br/>39/23 40/2 40/5 41/5<br/>50/9 50/10 50/11<br/>50/12 50/13 51/7<br/>52/11 52/17 52/19<br/>52/22 52/23 57/1<br/>57/12 58/23 63/11<br/>63/13 64/7 66/2 77/8<br/>77/9 77/9 77/23 79/23<br/>80/3 80/16 80/16<br/>80/16 80/19 82/12<br/>82/12 87/3 88/24<br/>89/12 92/20 98/10<br/>102/23</p> <p><b>hate [1]</b> 57/19</p> <p><b>have [213]</b></p> <p><b>haven't [7]</b> 33/21 42/2<br/>43/4 47/24 54/13<br/>55/16 88/16</p> <p><b>having [6]</b> 11/6 26/14<br/>37/4 63/12 63/16<br/>73/21</p> <p><b>hay [1]</b> 16/19</p> <p><b>hay-day [1]</b> 16/19</p> <p><b>HBA [4]</b> 68/7 68/9<br/>68/12 68/16</p> <p><b>he [10]</b> 4/8 5/22 44/22<br/>50/10 50/12 55/8<br/>58/10 71/15 84/6 90/4</p> <p><b>he's [2]</b> 55/18 105/13</p> <p><b>head [1]</b> 47/22</p> <p><b>hear [7]</b> 5/6 34/3<br/>44/14 51/12 51/15<br/>66/5 73/23</p> <p><b>heard [12]</b> 28/12<br/>29/11 56/16 58/17<br/>67/20 68/3 73/14<br/>81/16 86/20 88/16<br/>93/1 95/23</p> <p><b>hearing [18]</b> 1/8 3/18<br/>38/9 82/11 93/22<br/>105/8 105/10 105/12<br/>105/17 105/23 105/25<br/>106/2 106/4 106/6<br/>106/11 106/12 107/8<br/>107/10</p> | <p><b>heart [2]</b> 9/23 11/2</p> <p><b>Heather [1]</b> 1/16</p> <p><b>heavily [1]</b> 37/7</p> <p><b>height [5]</b> 58/18<br/>58/20 59/6 59/9 59/12</p> <p><b>held [1]</b> 50/12</p> <p><b>help [12]</b> 18/15 23/20<br/>42/12 53/3 54/2 62/1<br/>62/7 73/6 86/23 88/7<br/>89/23 95/9</p> <p><b>helped [1]</b> 93/22</p> <p><b>helpful [4]</b> 4/19 21/5<br/>37/16 41/5</p> <p><b>hence [2]</b> 87/9 98/8</p> <p><b>her [1]</b> 65/15</p> <p><b>here [91]</b> 3/20 4/7 5/2<br/>5/22 6/7 7/13 8/16 9/3<br/>10/4 10/7 10/16 11/19<br/>13/9 13/22 14/1 14/3<br/>14/18 15/4 15/5 15/13<br/>15/15 15/25 16/8<br/>16/17 16/22 16/25<br/>17/3 18/2 18/5 18/6<br/>19/14 20/5 20/6 20/8<br/>20/12 20/13 20/19<br/>21/18 25/9 27/20<br/>27/21 27/25 28/18<br/>28/20 28/24 29/6<br/>29/17 29/18 29/21<br/>30/16 30/25 31/5 31/8<br/>31/22 31/25 32/3 32/7<br/>32/9 32/11 32/18<br/>33/22 34/3 36/13<br/>36/15 37/2 37/5 38/6<br/>38/22 50/14 52/20<br/>54/15 57/17 58/9<br/>58/10 58/23 60/2<br/>60/11 64/3 71/17<br/>75/15 75/25 76/4 84/5<br/>87/24 88/5 88/8 88/9<br/>88/9 90/16 103/6<br/>105/4</p> <p><b>here's [5]</b> 9/22 13/6<br/>19/4 28/18 32/18</p> <p><b>hereby [1]</b> 107/7</p> <p><b>hey [2]</b> 51/3 54/16</p> <p><b>high [10]</b> 10/22 11/16<br/>22/24 61/16 61/17<br/>62/20 63/3 63/4 63/4<br/>92/25</p> <p><b>high-demand [1]</b> 63/4</p> <p><b>high-growth [1]</b><br/>62/20</p> <p><b>higher [4]</b> 12/23 46/6<br/>46/25 90/14</p> <p><b>highly [9]</b> 10/11 11/24<br/>15/13 17/20 19/8<br/>19/20 20/6 20/8 68/15</p> <p><b>highly-developed [1]</b><br/>10/11</p> <p><b>Highway [3]</b> 49/23<br/>61/5 61/23</p> <p><b>himself [1]</b> 55/18</p> <p><b>hinging [1]</b> 92/24</p> <p><b>his [2]</b> 51/25 52/4</p> <p><b>historic [1]</b> 91/16</p> | <p><b>historical [3]</b> 52/10<br/>84/16 84/24</p> <p><b>history [1]</b> 86/19</p> <p><b>hold [3]</b> 6/25 29/6<br/>32/25</p> <p><b>holes [2]</b> 54/15 55/7</p> <p><b>holistic [1]</b> 25/6</p> <p><b>home [5]</b> 11/12 68/8<br/>69/19 75/24 83/23</p> <p><b>homes [1]</b> 68/11</p> <p><b>honest [1]</b> 55/18</p> <p><b>honestly [4]</b> 42/15<br/>76/11 88/21 95/1</p> <p><b>hopeful [1]</b> 46/16</p> <p><b>hopefully [2]</b> 12/4<br/>41/16</p> <p><b>Horticultural [1]</b><br/>99/13</p> <p><b>hours [1]</b> 64/16</p> <p><b>house [1]</b> 86/10</p> <p><b>housed [1]</b> 72/14</p> <p><b>housing [8]</b> 63/5<br/>64/19 69/16 77/10<br/>77/11 77/14 77/14<br/>77/14</p> <p><b>how [44]</b> 4/2 4/3 9/2<br/>9/5 9/16 12/5 16/3<br/>18/20 20/24 24/14<br/>28/16 28/18 29/9 29/9<br/>30/12 34/12 35/1<br/>37/17 41/2 42/2 42/5<br/>52/11 52/21 52/24<br/>53/18 53/21 54/9<br/>56/20 56/24 56/25<br/>57/3 58/10 65/9 65/22<br/>66/1 68/5 68/18 69/24<br/>75/7 75/18 85/20<br/>86/24 93/14 96/14</p> <p><b>however [3]</b> 41/24<br/>89/1 96/24</p> <p><b>huge [1]</b> 72/3</p> <p><b>huh [7]</b> 34/15 35/17<br/>37/18 85/18 86/14<br/>97/4 103/2</p> <p><b>hundreds [1]</b> 51/20</p> <p><b>Hutkin [6]</b> 31/24 50/2<br/>50/4 50/5 70/14 75/3</p> | <p>67/21 68/3 68/8 68/17<br/>68/25 69/1 69/23<br/>71/23 78/14 82/23<br/>84/15 84/16 102/21<br/>105/3 105/3</p> <p><b>I've [7]</b> 19/21 31/22<br/>63/17 64/16 65/21<br/>67/20 86/20</p> <p><b>ice [1]</b> 58/2</p> <p><b>idea [6]</b> 25/12 25/17<br/>60/20 61/8 63/18 73/2</p> <p><b>ideally [2]</b> 13/20<br/>63/11</p> <p><b>ideals [1]</b> 13/15</p> <p><b>ideas [2]</b> 74/21 90/5</p> <p><b>identifiable [1]</b> 11/2</p> <p><b>identified [2]</b> 34/20<br/>100/14</p> <p><b>identify [2]</b> 9/13<br/>101/17</p> <p><b>identity [1]</b> 11/3</p> <p><b>if [92]</b> 3/20 3/24 5/18<br/>7/18 15/1 16/13 18/17<br/>18/20 18/21 20/11<br/>21/2 26/24 27/10<br/>29/17 29/18 29/18<br/>30/2 30/19 31/10<br/>31/15 33/16 34/4<br/>34/17 34/23 35/7<br/>35/11 36/14 37/2 37/8<br/>37/24 38/4 38/6 38/19<br/>40/8 42/5 42/7 42/14<br/>42/14 43/10 43/19<br/>44/16 46/7 46/12<br/>48/19 48/19 48/24<br/>53/2 53/2 53/20 54/23<br/>54/24 57/4 58/9 59/3<br/>59/19 59/25 62/2<br/>62/21 65/7 65/20 66/6<br/>66/9 66/11 66/13 67/3<br/>67/9 70/3 70/21 70/22<br/>71/23 71/25 72/5 72/6<br/>72/13 72/22 75/18<br/>77/15 78/19 82/22<br/>83/21 83/21 84/9<br/>85/16 86/24 89/1<br/>90/18 91/10 102/21<br/>102/22 103/10 103/19<br/>105/20</p> <p><b>IL [3]</b> 1/24 107/13<br/>107/14</p> <p><b>IL-CSR [3]</b> 1/24<br/>107/13 107/14</p> <p><b>Illinois [1]</b> 107/5</p> <p><b>illustrate [1]</b> 30/25</p> <p><b>illustrated [1]</b> 80/11</p> <p><b>illustrations [2]</b> 71/11<br/>82/17</p> <p><b>illustrative [2]</b> 9/1<br/>37/3</p> <p><b>image [2]</b> 10/9 67/21</p> <p><b>imagery [1]</b> 63/19</p> <p><b>imagine [2]</b> 63/1<br/>75/18</p> <p><b>immediate [1]</b> 103/7</p> <p><b>immediately [3]</b> 59/4</p> | <p>61/11 101/15</p> <p><b>impact [6]</b> 68/1 7<br/>81/15 81/22 94/2<br/>102/11</p> <p><b>impactful [1]</b> 101/7</p> <p><b>impediment [1]</b> 8/7</p> <p><b>implement [5]</b> 15/1<br/>16/8 30/19 68/6<br/>102/13</p> <p><b>implementation [20]</b><br/>5/25 8/8 79/20 92/4<br/>92/7 92/14 92/18<br/>92/19 94/22 95/7<br/>95/10 95/18 99/22<br/>101/17 101/17 101/24<br/>102/2 102/5 102/13<br/>102/17</p> <p><b>implementing [1]</b><br/>27/7</p> <p><b>importance [1]</b> 52/15</p> <p><b>important [21]</b> 5/16<br/>7/22 9/7 17/20 17/24<br/>23/25 26/6 26/6 26/13<br/>29/21 33/20 53/17<br/>53/19 62/9 75/14<br/>90/17 94/20 95/5<br/>98/17 104/19 104/23</p> <p><b>impossible [1]</b> 59/17</p> <p><b>impractical [1]</b> 39/3</p> <p><b>impressed [1]</b> 83/16</p> <p><b>impressing [1]</b> 52/10</p> <p><b>impression [1]</b> 67/13</p> <p><b>improve [4]</b> 40/12<br/>91/15 100/10 100/13</p> <p><b>improvements [2]</b><br/>19/2 93/19</p> <p><b>improving [2]</b> 38/23<br/>38/24</p> <p><b>in [350]</b></p> <p><b>inappropriate [1]</b><br/>74/20</p> <p><b>inaudible [5]</b> 19/17<br/>70/20 86/4 103/22<br/>104/16</p> <p><b>Inc [1]</b> 1/23</p> <p><b>incentive [1]</b> 39/20</p> <p><b>incentives [5]</b> 8/11<br/>12/19 26/16 81/13<br/>81/25</p> <p><b>incentivizing [1]</b><br/>18/10</p> <p><b>include [5]</b> 7/19 10/25<br/>36/5 84/23 99/25</p> <p><b>included [1]</b> 91/24</p> <p><b>including [2]</b> 94/11<br/>96/22</p> <p><b>inconsistent [1]</b> 26/7</p> <p><b>incorporated [3]</b> 7/1<br/>41/17 95/16</p> <p><b>increase [2]</b> 54/9<br/>96/22</p> <p><b>increased [3]</b> 26/22<br/>77/14 104/7</p> <p><b>incredibly [1]</b> 88/24</p> <p><b>incremental [1]</b> 92/22</p> <p><b>increments [1]</b> 26/23</p> |
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| <p><b>I</b></p> <p><b>Indian [1]</b> 88/1</p> <p><b>indicate [1]</b> 103/15</p> <p><b>indicated [2]</b> 82/13 100/16</p> <p><b>induce [1]</b> 69/8</p> <p><b>industry [2]</b> 52/19 88/13</p> <p><b>infill [2]</b> 10/8 20/4</p> <p><b>infills [1]</b> 97/2</p> <p><b>information [3]</b> 7/18 8/17 71/23</p> <p><b>initiative [4]</b> 82/19 98/6 98/7 101/1</p> <p><b>initiatives [6]</b> 93/25 94/7 94/14 95/14 102/11 102/19</p> <p><b>Innovation [3]</b> 87/2 98/1 98/9</p> <p><b>innovative [1]</b> 9/15</p> <p><b>input [4]</b> 42/12 45/15 82/10 99/15</p> <p><b>instead [1]</b> 66/10</p> <p><b>instructed [1]</b> 16/7</p> <p><b>integrated [1]</b> 73/5</p> <p><b>intense [4]</b> 10/10 11/8 22/22 22/24</p> <p><b>intensity [2]</b> 10/22 26/12</p> <p><b>intent [5]</b> 41/3 79/3 79/4 80/18 81/6</p> <p><b>interact [1]</b> 76/25</p> <p><b>interchange [1]</b> 87/12</p> <p><b>interest [2]</b> 38/23 88/3</p> <p><b>interested [3]</b> 9/16 38/20 52/8</p> <p><b>interesting [4]</b> 60/13 72/1 85/14 86/15</p> <p><b>interests [1]</b> 7/18</p> <p><b>interior [1]</b> 86/9</p> <p><b>internet [1]</b> 54/6</p> <p><b>interval [1]</b> 101/18</p> <p><b>into [29]</b> 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</p> <p><b>introduce [1]</b> 28/3</p> <p><b>introduced [2]</b> 7/6 11/4</p> <p><b>introduction [1]</b> 78/25</p> <p><b>invariably [1]</b> 70/4</p> <p><b>investment [2]</b> 94/2 94/18</p> <p><b>involved [7]</b> 18/3 21/18 39/14 52/1 58/22 59/1 60/15</p> <p><b>involving [1]</b> 7/24</p> <p><b>is [297]</b></p> <p><b>is this [1]</b> 35/5</p> | <p><b>isn't [6]</b> 40/13 44/16 51/19 56/2 58/4 59/23</p> <p><b>issue [4]</b> 3/24 11/18 79/12 88/19</p> <p><b>issues [9]</b> 5/14 8/5 22/17 36/23 38/17 49/14 95/23 97/1 102/9</p> <p><b>it [212]</b></p> <p><b>it's [114]</b></p> <p><b>item [7]</b> 95/12 95/19 97/5 97/25 98/23 99/21 101/11</p> <p><b>items [6]</b> 82/9 92/9 95/8 99/17 101/25 103/17</p> <p><b>its [7]</b> 16/18 16/19 25/7 39/18 59/11 72/13 79/3</p> <p><b>itself [3]</b> 67/8 89/2 92/20</p> <p><b>itself has [1]</b> 92/20</p> <p><b>J</b></p> <p><b>Jaggi [4]</b> 1/18 2/19 4/16 50/9</p> <p><b>Jaguar [5]</b> 15/2 56/12 56/24 57/7 57/14</p> <p><b>Jason [32]</b> 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</p> <p><b>Jason's [3]</b> 55/18 63/19 69/24</p> <p><b>Jessica [2]</b> 1/19 2/24</p> <p><b>job [1]</b> 76/9</p> <p><b>jostling [1]</b> 51/13</p> <p><b>July [1]</b> 58/2</p> <p><b>just [84]</b> 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</p> | <p><b>justify [1]</b> 59/18</p> <p><b>K</b></p> <p><b>Kansas [2]</b> 45/4 107/6</p> <p><b>Katz [1]</b> 58/10</p> <p><b>keep [6]</b> 6/15 7/13 40/9 64/12 64/13 105/8</p> <p><b>keeping [1]</b> 104/25</p> <p><b>Kelly [2]</b> 1/18 2/22</p> <p><b>Ken [2]</b> 58/9 58/10</p> <p><b>kept [1]</b> 7/3</p> <p><b>key [15]</b> 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</p> <p><b>kicking [1]</b> 68/13</p> <p><b>Kierland [1]</b> 63/21</p> <p><b>kind [65]</b> 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</p> <p><b>kinds [6]</b> 39/23 45/8 46/7 51/10 58/7 69/11</p> <p><b>Kistner [1]</b> 1/14</p> <p><b>know [127]</b></p> <p><b>knowing [3]</b> 16/21 29/21 62/17</p> <p><b>knowledge [1]</b> 70/2</p> <p><b>known [2]</b> 6/21 21/20</p> <p><b>knows [1]</b> 17/2</p> <p><b>Krummenacher [2]</b> 57/8 57/11</p> <p><b>Krummenachers [1]</b> 57/1</p> <p><b>KS [3]</b> 1/24 107/13 107/14</p> <p><b>KS-CCR [3]</b> 1/24 107/13 107/14</p> <p><b>L</b></p> <p><b>laboratories [1]</b> 72/7</p> <p><b>Lac [1]</b> 100/22</p> <p><b>Ladue [17]</b> 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</p> <p><b>laid [1]</b> 15/14</p> | <p><b>land [11]</b> 9/11 9/14 17/10 22/6 45/1 52/2 56/12 56/25 57/14 85/25 96/5</p> <p><b>landscape [4]</b> 26/1 42/18 42/21 79/24</p> <p><b>landscaping [6]</b> 24/7 24/8 24/10 24/17 32/10 81/24</p> <p><b>lanes [3]</b> 87/13 99/25 100/2</p> <p><b>language [10]</b> 42/1 42/3 42/6 43/20 43/25 44/1 80/19 81/6 84/8 84/24</p> <p><b>language might [1]</b> 43/25</p> <p><b>large [7]</b> 17/15 27/6 67/4 68/4 69/21 74/7 92/24</p> <p><b>largely [2]</b> 27/22 80/10</p> <p><b>larger [4]</b> 5/8 23/2 80/11 91/18</p> <p><b>last [6]</b> 5/5 71/13 81/1 81/16 82/10 104/21</p> <p><b>lastly [1]</b> 39/25</p> <p><b>later [1]</b> 107/8</p> <p><b>latitude [1]</b> 87/4</p> <p><b>Laverne [1]</b> 86/3</p> <p><b>lay [3]</b> 20/25 28/16 30/13</p> <p><b>lays [1]</b> 12/5</p> <p><b>leading [1]</b> 13/17</p> <p><b>lean [2]</b> 34/13 90/12</p> <p><b>least [4]</b> 41/10 42/24 46/20 98/24</p> <p><b>leave [4]</b> 48/14 58/6 72/9 73/9</p> <p><b>leaving [1]</b> 60/5</p> <p><b>Leawood [2]</b> 20/3 45/4</p> <p><b>LED [1]</b> 81/18</p> <p><b>left [3]</b> 18/17 72/20 105/13</p> <p><b>legitimately [1]</b> 63/15</p> <p><b>lenient [1]</b> 42/16</p> <p><b>less [7]</b> 12/25 13/21 16/17 60/14 95/20 96/14 96/25</p> <p><b>let [4]</b> 65/14 75/11 85/7 105/21</p> <p><b>let's [2]</b> 36/14 48/14</p> <p><b>letter [3]</b> 39/17 41/21 41/24</p> <p><b>letters [3]</b> 7/15 7/17 38/15</p> <p><b>level [10]</b> 29/13 29/19 31/2 31/16 74/20 90/6 90/13 90/14 91/18 94/3</p> <p><b>leverage [3]</b> 94/1 94/10 102/18</p> <p><b>liberal [1]</b> 48/1</p> <p><b>lieu [1]</b> 9/11</p> <p><b>life [1]</b> 67/23</p> | <p><b>lifetimes [1]</b> 98/14</p> <p><b>light [1]</b> 22/16</p> <p><b>lighter [1]</b> 20/20</p> <p><b>lighting [3]</b> 81/18 81/25 89/14</p> <p><b>lights [1]</b> 62/4</p> <p><b>like [51]</b> 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</p> <p><b>like to [1]</b> 89/4</p> <p><b>likelihood [1]</b> 92/25</p> <p><b>likely [2]</b> 73/7 99/3</p> <p><b>Likewise [3]</b> 80/2 81/11 82/4</p> <p><b>limitation [1]</b> 14/19</p> <p><b>limitations [1]</b> 45/7</p> <p><b>limited [4]</b> 28/25 46/9 80/4 101/7</p> <p><b>Lindbergh [1]</b> 87/11</p> <p><b>line [15]</b> 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</p> <p><b>lines [3]</b> 88/15 89/7 100/9</p> <p><b>linkages [1]</b> 13/16</p> <p><b>list [1]</b> 91/4</p> <p><b>listed [3]</b> 81/12 90/23 91/3</p> <p><b>listening [1]</b> 41/6</p> <p><b>lit [1]</b> 62/3</p> <p><b>litany [1]</b> 50/24</p> <p><b>little [39]</b> 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</p> <p><b>Litzsinger [1]</b> 61/7</p> <p><b>live [4]</b> 38/13 69/15 69/20 70/6</p> <p><b>living [5]</b> 15/11 15/12 53/18 54/5 69/4</p> <p><b>local [1]</b> 68/12</p> <p><b>locale [1]</b> 65/17</p> <p><b>locales [1]</b> 49/15</p> |
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| 6.1.z    |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                            |
|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>L</b> | <b>locally</b> [1] 68/7                                                                                                                                                                                                                                                                                                                                                                  | <b>low-hanging</b> [2] 97/11 100/25                                                          | <b>mass</b> [1] 45/8                                                                                                                                        | 5/1 8/15 17/2 33/21                                                                                                                                                                                                                                                                                                                                        |
|          | <b>located</b> [4] 29/1 80/3 80/8 101/3                                                                                                                                                                                                                                                                                                                                                  | <b>lower</b> [1] 23/7                                                                        | <b>master</b> [4] 77/19 87/2 98/1 98/2                                                                                                                      | 34/2 37/24 38/3 38/7                                                                                                                                                                                                                                                                                                                                       |
|          | <b>location</b> [3] 19/9 65/13 76/15                                                                                                                                                                                                                                                                                                                                                     | <b>Luke's</b> [1] 14/7                                                                       | <b>match</b> [2] 13/2 69/25                                                                                                                                 | 39/5 53/7 53/8 54/21                                                                                                                                                                                                                                                                                                                                       |
|          | <b>logical</b> [1] 102/17                                                                                                                                                                                                                                                                                                                                                                | <b>Lumley</b> [2] 1/17 2/17                                                                  | <b>matches</b> [1] 80/17                                                                                                                                    | 54/22 54/23                                                                                                                                                                                                                                                                                                                                                |
|          | <b>long</b> [6] 17/5 37/17 52/5 66/12 67/11 105/22                                                                                                                                                                                                                                                                                                                                       | <b>lunch</b> [2] 57/10 57/10                                                                 | <b>matrix</b> [2] 102/5 104/22                                                                                                                              | <b>memo</b> [1] 79/7                                                                                                                                                                                                                                                                                                                                       |
|          | <b>longer</b> [5] 7/5 98/24 99/21 103/6 103/8                                                                                                                                                                                                                                                                                                                                            | <b>M</b>                                                                                     | <b>matter</b> [7] 18/13 18/16 25/15 48/10 48/23 51/4 51/5                                                                                                   | <b>memorandum</b> [1] 91/21                                                                                                                                                                                                                                                                                                                                |
|          | <b>longevity</b> [1] 60/2                                                                                                                                                                                                                                                                                                                                                                | <b>made</b> [8] 54/19 77/9 78/16 79/11 80/23 84/23 88/14 106/5                               | <b>matters</b> [1] 77/23                                                                                                                                    | <b>memorandums</b> [1] 106/4                                                                                                                                                                                                                                                                                                                               |
|          | <b>look</b> [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                                                                                                                                                                                                                        | <b>Magruder</b> [4] 1/15 2/9 44/5 53/4                                                       | <b>Matthew</b> [1] 1/17                                                                                                                                     | <b>memory</b> [2] 15/12 62/7                                                                                                                                                                                                                                                                                                                               |
|          | <b>looked</b> [4] 71/23 83/15 85/6 88/24                                                                                                                                                                                                                                                                                                                                                 | <b>Magruder's</b> [1] 44/5                                                                   | <b>max</b> [1] 15/8                                                                                                                                         | <b>mention</b> [5] 22/2 31/23 58/17 85/12 102/3                                                                                                                                                                                                                                                                                                            |
|          | <b>looking</b> [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                                                                                                                                                                                                                                                 | <b>main</b> [3] 15/15 19/16 20/24                                                            | <b>maximize</b> [1] 102/18                                                                                                                                  | <b>mentioned</b> [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                                                                                                                                                                                                                                                            |
|          | <b>looks</b> [2] 25/6 37/21                                                                                                                                                                                                                                                                                                                                                              | <b>mainly</b> [1] 104/7                                                                      | <b>may</b> [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 | <b>mentioning</b> [1] 61/1                                                                                                                                                                                                                                                                                                                                 |
|          | <b>losing</b> [2] 64/3 66/12                                                                                                                                                                                                                                                                                                                                                             | <b>major</b> [2] 80/23 96/4                                                                  | <b>maybe</b> [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   | <b>merits</b> [3] 16/12 16/13 25/7                                                                                                                                                                                                                                                                                                                         |
|          | <b>lot</b> [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 | <b>makes</b> [11] 26/14 36/4 43/1 43/1 56/3 56/9 59/20 63/23 66/8 90/4 103/9                 | <b>Mayor</b> [7] 18/18 50/16 51/17 51/17 51/18 54/23 64/24                                                                                                  | <b>message</b> [1] 28/9                                                                                                                                                                                                                                                                                                                                    |
|          | <b>lot of</b> [1] 87/7                                                                                                                                                                                                                                                                                                                                                                   | <b>making</b> [5] 77/24 98/16 101/24 104/23 104/25                                           | <b>McCoy</b> [5] 84/5 84/9 84/13 84/15 90/2                                                                                                                 | <b>metamorphosis</b> [1] 72/5                                                                                                                                                                                                                                                                                                                              |
|          | <b>lots</b> [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                                                                                                                                                                                                                                                                                                        | <b>Malcolm</b> [1] 100/18                                                                    | <b>McLaughlin</b> [4] 1/23 1/24 107/4 107/14                                                                                                                | <b>metro</b> [2] 23/18 75/21                                                                                                                                                                                                                                                                                                                               |
|          | <b>Louis</b> [7] 1/25 45/10 71/21 75/15 98/5 98/15 107/2                                                                                                                                                                                                                                                                                                                                 | <b>manage</b> [1] 46/24                                                                      | <b>me</b> [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                                                    | <b>metropolitan</b> [3] 45/10 75/22 76/14                                                                                                                                                                                                                                                                                                                  |
|          | <b>love</b> [7] 54/7 55/15 55/19 56/6 58/9 58/19 73/2                                                                                                                                                                                                                                                                                                                                    | <b>management</b> [4] 94/21 95/4 96/21 101/13                                                | <b>McCoy</b> [5] 84/5 84/9 84/13 84/15 90/2                                                                                                                 | <b>middle</b> [2] 10/13 86/16                                                                                                                                                                                                                                                                                                                              |
|          | <b>low</b> [7] 22/12 26/12 68/1 81/15 81/22 97/11 100/25                                                                                                                                                                                                                                                                                                                                 | <b>many</b> [10] 6/25 9/10 10/7 10/7 51/1 59/14 69/14 70/19 94/14 97/11                      | <b>McLaughlin</b> [4] 1/23 1/24 107/4 107/14                                                                                                                | <b>Midwest</b> [1] 68/12                                                                                                                                                                                                                                                                                                                                   |
|          |                                                                                                                                                                                                                                                                                                                                                                                          | <b>map</b> [4] 9/10 9/11 10/9 82/13                                                          | <b>me</b> [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                                                    | <b>might</b> [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                                                                                                                                                                                       |
|          |                                                                                                                                                                                                                                                                                                                                                                                          | <b>Mark</b> [3] 50/16 51/18 64/24                                                            | <b>Meadows</b> [1] 28/22                                                                                                                                    | <b>mile</b> [1] 47/4                                                                                                                                                                                                                                                                                                                                       |
|          |                                                                                                                                                                                                                                                                                                                                                                                          | <b>market</b> [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 | <b>mean</b> [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                | <b>mind</b> [4] 6/15 42/24 48/2 83/2                                                                                                                                                                                                                                                                                                                       |
|          |                                                                                                                                                                                                                                                                                                                                                                                          | <b>market-based</b> [1] 55/3                                                                 | <b>means</b> [2] 6/20 14/15                                                                                                                                 | <b>mindful</b> [1] 40/11                                                                                                                                                                                                                                                                                                                                   |
|          |                                                                                                                                                                                                                                                                                                                                                                                          | <b>markets</b> [4] 55/12 62/20 62/21 63/4                                                    | <b>meant</b> [2] 47/21 55/7                                                                                                                                 | <b>minds</b> [1] 43/12                                                                                                                                                                                                                                                                                                                                     |
|          |                                                                                                                                                                                                                                                                                                                                                                                          | <b>Martin</b> [1] 52/4                                                                       | <b>measurement</b> [1] 101/21                                                                                                                               | <b>minimum</b> [4] 15/6 61/5 61/8 61/19                                                                                                                                                                                                                                                                                                                    |
|          |                                                                                                                                                                                                                                                                                                                                                                                          | <b>Mary</b> [1] 28/22                                                                        | <b>mechanism</b> [1] 19/2                                                                                                                                   | <b>minute</b> [2] 50/8 57/9                                                                                                                                                                                                                                                                                                                                |
|          |                                                                                                                                                                                                                                                                                                                                                                                          | <b>Maryland</b> [3] 58/25 59/1 59/7                                                          | <b>medium</b> [2] 11/16 102/1                                                                                                                               | <b>minutes</b> [2] 3/10 57/5                                                                                                                                                                                                                                                                                                                               |
|          |                                                                                                                                                                                                                                                                                                                                                                                          | <b>Mason</b> [1] 100/3                                                                       | <b>meet</b> [2] 5/4 96/20                                                                                                                                   | <b>mirror</b> [1] 67/21                                                                                                                                                                                                                                                                                                                                    |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              | <b>meeting</b> [6] 1/1 2/2 2/3 3/12 41/5 50/17                                                                                                              | <b>missing</b> [3] 41/24 47/13 104/20                                                                                                                                                                                                                                                                                                                      |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              | <b>meetings</b> [3] 20/3 50/12 64/25                                                                                                                        | <b>MISSOURI</b> [3] 1/2 107/1 107/5                                                                                                                                                                                                                                                                                                                        |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              | <b>members</b> [15] 4/15                                                                                                                                    | <b>misunderstand</b> [1] 49/20                                                                                                                                                                                                                                                                                                                             |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>mix</b> [2] 27/21 58/8                                                                                                                                                                                                                                                                                                                                  |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>mixed</b> [8] 9/20 10/11 10/19 10/22 12/9 30/21 72/12 98/9                                                                                                                                                                                                                                                                                              |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>mixed-use</b> [7] 9/20 10/11 10/19 10/22 12/9 72/12 98/9                                                                                                                                                                                                                                                                                                |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>MO</b> [4] 1/24 1/25 107/13 107/14                                                                                                                                                                                                                                                                                                                      |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>MO-CCR</b> [3] 1/24                                                                                                                                                                                                                                                                                                                                     |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | 107/13 107/14                                                                                                                                                                                                                                                                                                                                              |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>Mobile</b> [1] 22/15                                                                                                                                                                                                                                                                                                                                    |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>modifications</b> [1] 50/24                                                                                                                                                                                                                                                                                                                             |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>MoDOT</b> [1] 89/11                                                                                                                                                                                                                                                                                                                                     |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>moment</b> [1] 83/25                                                                                                                                                                                                                                                                                                                                    |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>momentum</b> [1] 34/17                                                                                                                                                                                                                                                                                                                                  |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>Monday</b> [1] 51/2                                                                                                                                                                                                                                                                                                                                     |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>money</b> [1] 18/20                                                                                                                                                                                                                                                                                                                                     |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>Monsanto</b> [3] 65/2 65/4 85/25                                                                                                                                                                                                                                                                                                                        |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>month</b> [2] 71/17 72/21                                                                                                                                                                                                                                                                                                                               |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>months</b> [2] 4/22 6/17                                                                                                                                                                                                                                                                                                                                |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>Montmartre</b> [1] 84/15                                                                                                                                                                                                                                                                                                                                |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>monument</b> [2] 26/3 26/6                                                                                                                                                                                                                                                                                                                              |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>more</b> [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 |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>more liberal</b> [1] 48/1                                                                                                                                                                                                                                                                                                                               |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>morphed</b> [1] 52/12                                                                                                                                                                                                                                                                                                                                   |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>Mosley</b> [2] 104/2 104/9                                                                                                                                                                                                                                                                                                                              |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>most</b> [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                                                                                                                                                                                                                                                                        |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>mother</b> [1] 65/13                                                                                                                                                                                                                                                                                                                                    |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>motion</b> [1] 3/4                                                                                                                                                                                                                                                                                                                                      |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>move</b> [11] 3/5 3/17 5/20 18/15 21/3 37/25 51/4 61/9 70/13 88/18 91/14                                                                                                                                                                                                                                                                                |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>moves</b> [2] 16/13 34/23                                                                                                                                                                                                                                                                                                                               |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>moving</b> [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                                                                                                                                                                                                                                                     |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>Mr</b> [11] 1/14 1/15 1/16 1/17 1/17 1/18 38/11 44/5 71/3 73/11 84/13                                                                                                                                                                                                                                                                                   |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>Mr.</b> [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                                                                                                                                                                                                                                                                     |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>Mr. Carney</b> [1] 2/5                                                                                                                                                                                                                                                                                                                                  |
|          |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                              |                                                                                                                                                             | <b>Mr. Hutkin</b> [3] 31/24                                                                                                                                                                                                                                                                                                                                |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         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| <p><b>M</b></p> <p><b>Mr. Hutkin...</b> [2] 70/14 75/3</p> <p><b>Mr. Lumley</b> [1] 2/17</p> <p><b>Mr. Magruder</b> [2] 2/9 53/4</p> <p><b>Mr. Magruder's</b> [1] 44/5</p> <p><b>Mr. McCoy</b> [3] 84/5 84/9 90/2</p> <p><b>Mr. Rovak</b> [2] 2/11 65/22</p> <p><b>Mr. Schuh</b> [1] 2/15</p> <p><b>Ms</b> [6] 1/14 1/15 1/16 1/18 1/19 2/7</p> <p><b>Ms.</b> [2] 2/13 6/7</p> <p><b>Ms. Hall</b> [1] 6/7</p> <p><b>Ms. Silverman</b> [1] 2/13</p> <p><b>MS4</b> [1] 96/18</p> <p><b>MSD</b> [2] 68/6 96/19</p> <p><b>much</b> [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</p> <p><b>multi</b> [8] 12/9 12/9 49/1 53/11 54/11 56/21 69/18 77/13</p> <p><b>multi-family</b> [3] 53/11 69/18 77/13</p> <p><b>multi-story</b> [1] 54/11</p> <p><b>multi-tenant</b> [3] 12/9 49/1 56/21</p> <p><b>multi-use</b> [1] 12/9</p> <p><b>multicultural</b> [1] 87/23</p> <p><b>multifamily</b> [4] 11/16 20/13 22/12 33/6</p> <p><b>multiple</b> [1] 8/6</p> <p><b>Muriel</b> [1] 1/15</p> <p><b>must</b> [4] 19/12 48/2 57/3 65/11</p> <p><b>my</b> [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</p> | <p>18/16 20/4 23/15 45/13</p> <p><b>necessary</b> [1] 78/21</p> <p><b>need</b> [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</p> <p><b>needed</b> [5] 6/23 8/12 27/10 32/1 32/2</p> <p><b>needs</b> [6] 11/9 27/24 53/12 53/14 91/13 93/24</p> <p><b>negative</b> [1] 94/5</p> <p><b>neighborhood</b> [4] 22/8 22/10 22/20 26/11</p> <p><b>neighborhoods</b> [5] 9/20 23/10 97/2 97/9 97/21</p> <p><b>net</b> [1] 96/22</p> <p><b>network</b> [1] 100/12</p> <p><b>never</b> [3] 24/13 45/1 54/4</p> <p><b>new</b> [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</p> <p><b>newer</b> [1] 20/1</p> <p><b>next</b> [9] 6/3 21/16 37/25 67/6 68/18 72/4 72/15 72/17 92/11</p> <p><b>nice</b> [8] 16/15 16/16 19/23 20/19 32/7 33/2 33/14 77/4</p> <p><b>nicely</b> [1] 20/14</p> <p><b>night</b> [2] 62/2 65/14</p> <p><b>nine</b> [1] 92/5</p> <p><b>no</b> [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</p> <p><b>nobody</b> [1] 86/11</p> <p><b>noise</b> [1] 33/15</p> <p><b>non</b> [1] 32/23</p> <p><b>non-retail</b> [1] 32/23</p> <p><b>none</b> [2] 3/16 45/11</p> <p><b>nonetheless</b> [1] 52/23</p> <p><b>Noodles</b> [2] 31/22 57/1</p> | <p><b>normally</b> [1] 19/13</p> <p><b>north</b> [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</p> <p><b>north/south</b> [1] 101/7</p> <p><b>Northwest</b> [2] 59/4 59/5</p> <p><b>not</b> [124]</p> <p><b>note</b> [2] 31/2 31/5</p> <p><b>notes</b> [1] 71/15</p> <p><b>nothing</b> [2] 40/6 62/6</p> <p><b>notice</b> [3] 28/20 61/21 106/1</p> <p><b>notion</b> [2] 11/5 18/13</p> <p><b>November</b> [1] 95/15</p> <p><b>now</b> [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</p> <p><b>number</b> [8] 10/1 10/16 38/16 45/23 98/11 98/19 99/6 101/9</p> <p><b>numbering</b> [1] 103/11</p> <p><b>numbers</b> [3] 45/17 45/22 46/14</p> <p><b>numerous</b> [1] 50/12</p> | <p>86/12</p> <p><b>Ohio</b> [2] 19/7 55/10</p> <p><b>old</b> [4] 30/16 86/1 86/12 87/13</p> <p><b>older</b> [1] 30/16</p> <p><b>Olive</b> [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</p> <p><b>on</b> [138]</p> <p><b>once</b> [4] 28/12 58/5 61/14 61/18</p> <p><b>one</b> [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</p> <p><b>one's</b> [2] 60/23 60/24</p> <p><b>one-size-fits-all</b> [1] 13/3</p> <p><b>one-story</b> [1] 23/6</p> <p><b>ones</b> [1] 19/6</p> <p><b>ongoing</b> [3] 94/21 95/22 101/12</p> <p><b>online</b> [2] 66/21 66/24</p> <p><b>only</b> [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</p> <p><b>open</b> [6] 12/1 16/15 40/11 45/15 102/24 105/8</p> <p><b>open-minded</b> [1] 40/11</p> <p><b>operate</b> [1] 52/24</p> <p><b>opportunities</b> [4] 16/20 54/9 87/19 94/11</p> <p><b>opportunity</b> [10] 3/13 63/12 63/13 65/1 65/5</p> | <p>72/3 86/23 98/12 98/15 105/17</p> <p><b>opposed</b> [3] 48/13 59/7 90/8</p> <p><b>option</b> [2] 34/23 34/23</p> <p><b>or</b> [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</p> <p><b>order</b> [5] 2/2 53/15 59/10 69/5 103/11</p> <p><b>ordinance</b> [9] 18/12 81/10 95/20 96/3 96/4 96/10 97/6 99/2 99/11</p> <p><b>ordinances</b> [3] 93/5 98/21 106/6</p> <p><b>organization's</b> [1] 51/25</p> <p><b>organize</b> [1] 56/20</p> <p><b>organized</b> [1] 102/6</p> <p><b>oriented</b> [2] 11/17 23/25</p> <p><b>original</b> [2] 41/3 41/9</p> <p><b>other</b> [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</p> |
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| O                 |                                                                                                                                                                                                                                                                                                                                                                                   |       |                   |                                                                                                                                                                             | 6.1.z |
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| 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             |                                                                                                                                                                             |       |
| 72/14 101/8       |                                                                                                                                                                                                                                                                                                                                                                                   |       | 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                                                                                                                                                                        |       |
| 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                                                                                                                                                                                                                                                                                                                                                            |       |                   |                                                                                                                                                                             |       |

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| <p><b>P</b></p> <p><b>priorities [5]</b> 92/17<br/>94/16 95/18 102/2<br/>102/9</p> <p><b>prioritizations [1]</b><br/>95/8</p> <p><b>prioritize [1]</b> 93/25</p> <p><b>priority [1]</b> 98/18</p> <p><b>private [3]</b> 45/12<br/>94/13 94/18</p> <p><b>privately [1]</b> 101/4</p> <p><b>probably [21]</b> 8/16<br/>15/6 15/7 15/25 20/1<br/>24/22 24/24 29/15<br/>35/4 46/2 47/7 48/24<br/>53/18 57/7 69/12<br/>74/10 77/5 86/21<br/>98/11 98/13 101/6</p> <p><b>problem [1]</b> 40/10</p> <p><b>problematic [1]</b> 36/22</p> <p><b>process [15]</b> 4/19 5/8<br/>5/20 6/13 6/16 6/21<br/>11/5 16/6 17/14 28/3<br/>37/17 93/22 94/21<br/>95/4 102/10</p> <p><b>product [1]</b> 66/17</p> <p><b>production [2]</b> 87/5<br/>87/7</p> <p><b>productive [1]</b> 73/22</p> <p><b>productivity [1]</b> 60/19</p> <p><b>profession [1]</b> 69/13</p> <p><b>professional [3]</b><br/>50/18 54/21 107/4</p> <p><b>professionals [5]</b><br/>54/8 63/2 64/20 66/6<br/>68/19</p> <p><b>program [1]</b> 76/21</p> <p><b>programmed [1]</b><br/>91/13</p> <p><b>progress [3]</b> 101/13<br/>101/23 105/1</p> <p><b>prohibiting [2]</b> 14/10<br/>27/14</p> <p><b>project [13]</b> 20/5<br/>32/17 45/5 46/5 56/3<br/>57/3 58/21 58/24 59/1<br/>93/9 93/9 98/3 98/17</p> <p><b>projection [1]</b> 102/17</p> <p><b>projects [6]</b> 56/10<br/>56/12 92/25 93/19<br/>95/17 101/3</p> <p><b>prominence [1]</b> 13/24</p> <p><b>properties [11]</b> 38/20<br/>38/22 38/24 38/24<br/>42/23 47/14 50/6 56/7<br/>56/8 56/8 60/5</p> <p><b>property [25]</b> 7/17<br/>26/19 26/24 30/14<br/>38/16 39/12 39/13<br/>39/16 39/18 44/25<br/>45/18 45/19 45/25<br/>49/12 50/8 51/21<br/>54/22 59/4 59/6 59/23<br/>59/24 60/15 101/2<br/>101/4 101/5</p> <p><b>proposal [4]</b> 18/18</p> | <p>33/17 37/8 77/18</p> <p><b>proposed [2]</b> 41/7<br/>42/6</p> <p><b>prosper [1]</b> 66/25</p> <p><b>protect [1]</b> 59/10</p> <p><b>protection [1]</b> 96/6</p> <p><b>prove [1]</b> 63/8</p> <p><b>proven [1]</b> 55/18</p> <p><b>provide [11]</b> 5/12 9/1<br/>15/5 28/5 52/8 52/9<br/>56/19 73/13 78/2<br/>93/10 93/17</p> <p><b>provided [9]</b> 40/2<br/>50/21 71/24 71/24<br/>78/12 84/18 102/5<br/>106/2 106/3</p> <p><b>provides [2]</b> 94/24<br/>104/7</p> <p><b>provocative [1]</b> 60/13</p> <p><b>psychographics [1]</b><br/>55/12</p> <p><b>public [39]</b> 1/8 3/13<br/>3/18 4/9 8/11 18/14<br/>18/21 19/2 19/14 20/7<br/>20/19 25/13 34/2<br/>37/25 38/4 38/9 42/14<br/>45/12 70/1 79/24<br/>82/11 93/22 94/12<br/>96/1 99/15 105/8<br/>105/10 105/12 105/14<br/>105/17 105/23 105/25<br/>106/2 106/4 106/6<br/>106/7 106/12 107/8<br/>107/10</p> <p><b>public's [1]</b> 105/17</p> <p><b>publicizing [1]</b><br/>101/22</p> <p><b>publish [1]</b> 101/20</p> <p><b>pulled [1]</b> 68/13</p> <p><b>purpose [1]</b> 85/11</p> <p><b>pushback [1]</b> 68/7</p> <p><b>pushed [2]</b> 29/5<br/>29/24</p> <p><b>pushing [1]</b> 37/10</p> <p><b>put [6]</b> 35/13 43/12<br/>54/20 56/4 89/7 97/9</p> <p><b>putting [2]</b> 39/3 75/2</p> <p><b>Q</b></p> <p><b>quality [1]</b> 65/17</p> <p><b>question [23]</b> 18/8<br/>24/19 29/20 34/9<br/>34/22 36/6 40/15<br/>45/14 47/10 48/16<br/>49/17 53/4 62/19 66/9<br/>67/14 67/18 68/21<br/>68/23 88/11 90/3 90/6<br/>96/13 105/7</p> <p><b>questionably [1]</b><br/>66/25</p> <p><b>questions [18]</b> 8/4<br/>21/2 21/7 34/6 44/4<br/>51/6 51/11 53/2 60/12<br/>62/8 78/20 82/22<br/>83/13 102/21 102/23<br/>102/25 103/1 103/4</p> <p><b>quick [1]</b> 71/9</p> | <p><b>quite [7]</b> 17/3 24/14<br/>42/10 42/15 44/8<br/>63/13 95/1</p> <p><b>quo [1]</b> 38/21</p> <p><b>R</b></p> <p><b>railroad [1]</b> 100/17</p> <p><b>raise [1]</b> 51/11</p> <p><b>raised [2]</b> 51/7 102/9</p> <p><b>range [1]</b> 96/7</p> <p><b>rather [2]</b> 66/10 82/5</p> <p><b>re [2]</b> 10/12 27/11</p> <p><b>re-enforcing [1]</b><br/>10/12</p> <p><b>re-examining [1]</b><br/>27/11</p> <p><b>reach [1]</b> 88/4</p> <p><b>read [3]</b> 41/2 51/2<br/>82/25</p> <p><b>reads [1]</b> 81/22</p> <p><b>ready [1]</b> 4/12</p> <p><b>real [10]</b> 9/6 30/13<br/>30/13 38/23 39/24<br/>51/23 69/16 71/19<br/>77/9 83/16</p> <p><b>realistic [3]</b> 14/11<br/>24/22 74/10</p> <p><b>realities [1]</b> 28/15</p> <p><b>reality [3]</b> 27/9 30/1<br/>99/19</p> <p><b>realize [5]</b> 8/13 12/18<br/>17/3 19/2 93/24</p> <p><b>realized [2]</b> 11/3 94/8</p> <p><b>realizing [1]</b> 22/4</p> <p><b>really [55]</b> 12/14<br/>16/24 18/17 22/16<br/>24/13 28/13 34/9 36/8<br/>36/25 37/16 40/7<br/>43/17 43/23 43/24<br/>44/15 44/20 47/21<br/>51/13 52/16 54/18<br/>54/25 55/3 55/11 62/3<br/>65/5 65/12 67/10<br/>68/11 68/11 70/1<br/>71/15 71/19 74/12<br/>75/21 79/18 79/20<br/>85/21 86/23 92/6<br/>92/15 92/16 92/19<br/>92/23 92/24 93/13<br/>93/22 94/8 96/6 97/11<br/>99/17 99/19 101/25<br/>104/19 104/23 104/23</p> <p><b>realm [1]</b> 20/7</p> <p><b>rear [9]</b> 14/14 15/14<br/>25/1 33/1 33/13 33/13<br/>40/24 41/1 56/15</p> <p><b>reason [7]</b> 19/11<br/>21/12 22/2 31/23<br/>76/14 77/6 77/7</p> <p><b>reasonable [1]</b> 24/16</p> <p><b>reasoning [1]</b> 103/11</p> <p><b>reasons [3]</b> 75/25<br/>76/15 89/18</p> <p><b>receipt [1]</b> 38/15</p> <p><b>receive [2]</b> 5/14 33/16</p> <p><b>received [5]</b> 4/25 8/2<br/>8/10 51/1 84/2</p> | <p><b>recent [2]</b> 22/15<br/>32/23</p> <p><b>recently [2]</b> 41/7 60/8</p> <p><b>recognize [7]</b> 5/1<br/>16/10 23/24 24/21<br/>27/15 31/3 74/9</p> <p><b>recognized [1]</b> 76/19</p> <p><b>recognizes [1]</b> 77/13</p> <p><b>recognizing [3]</b> 26/5<br/>34/10 34/12</p> <p><b>recommend [3]</b> 53/5<br/>92/10 99/2</p> <p><b>recommendation [5]</b><br/>5/24 35/6 80/2 80/15<br/>91/15</p> <p><b>recommendations</b><br/><b>[40]</b> 5/14 8/23 11/14<br/>20/25 24/18 31/11<br/>31/19 33/24 36/9<br/>43/13 79/9 79/14<br/>80/18 80/22 80/24<br/>80/25 81/7 81/20 82/3<br/>84/20 87/11 90/4<br/>92/10 92/15 93/6<br/>93/13 93/18 94/7<br/>94/10 94/15 94/25<br/>95/9 96/6 96/7 97/10<br/>97/19 97/23 99/18<br/>100/7 100/8</p> <p><b>recommended [4]</b><br/>41/14 93/19 101/15<br/>101/19</p> <p><b>recommending [2]</b><br/>23/2 90/12</p> <p><b>reconfiguring [1]</b><br/>87/11</p> <p><b>record [3]</b> 6/7 91/25<br/>105/25</p> <p><b>Recording [2]</b> 1/19<br/>2/25</p> <p><b>recreation [2]</b> 84/8<br/>100/12</p> <p><b>redevelped [2]</b><br/>48/20 49/6</p> <p><b>redeveloping [1]</b> 7/19</p> <p><b>redevelopment [7]</b><br/>18/10 27/3 27/15<br/>34/12 42/11 49/5<br/>87/19</p> <p><b>reduced [1]</b> 107/9</p> <p><b>referenced [2]</b> 66/3<br/>102/8</p> <p><b>referring [1]</b> 47/18</p> <p><b>refine [2]</b> 16/9 93/22</p> <p><b>refined [2]</b> 7/4 7/8</p> <p><b>refinement [3]</b> 11/23<br/>14/25 31/18</p> <p><b>refinements [1]</b> 17/16</p> <p><b>refining [1]</b> 10/3</p> <p><b>reflect [3]</b> 85/2 87/22<br/>106/4</p> <p><b>reflected [2]</b> 50/23<br/>63/18</p> <p><b>reflecting [1]</b> 106/1</p> <p><b>reflects [1]</b> 6/7</p> <p><b>regard [1]</b> 38/17</p> | <p><b>regarding [3]</b> 45/19<br/>106/2 106/8</p> <p><b>region [1]</b> 76/12</p> <p><b>regional [4]</b> 10/24<br/>94/17 99/22 101/22</p> <p><b>Registered [1]</b> 107/4</p> <p><b>regular [1]</b> 91/14</p> <p><b>regulates [1]</b> 16/2</p> <p><b>regulations [5]</b> 26/19<br/>42/20 47/24 96/18<br/>96/24</p> <p><b>regulatory [1]</b> 98/20</p> <p><b>reiterate [1]</b> 78/16</p> <p><b>reiterating [1]</b> 79/4</p> <p><b>related [2]</b> 8/9 87/1</p> <p><b>relates [1]</b> 81/14</p> <p><b>relationship [1]</b> 79/13</p> <p><b>relative [3]</b> 82/19<br/>97/22 102/20</p> <p><b>relatively [1]</b> 92/5</p> <p><b>relocate [1]</b> 88/9</p> <p><b>relocated [1]</b> 88/23</p> <p><b>remain [1]</b> 72/6</p> <p><b>remarks [2]</b> 75/10<br/>78/2</p> <p><b>remembering [1]</b><br/>53/3</p> <p><b>remind [1]</b> 7/2</p> <p><b>reminder [1]</b> 37/20</p> <p><b>reminds [1]</b> 58/21</p> <p><b>removed [2]</b> 82/17<br/>89/21</p> <p><b>rent [3]</b> 45/20 45/24<br/>69/18</p> <p><b>rents [4]</b> 46/6 46/8<br/>46/10 46/25</p> <p><b>reorder [1]</b> 103/14</p> <p><b>replace [1]</b> 46/3</p> <p><b>replicate [1]</b> 56/5</p> <p><b>replicated [1]</b> 39/19</p> <p><b>replicating [1]</b> 49/3</p> <p><b>reported [1]</b> 107/7</p> <p><b>reporter [9]</b> 4/1 38/12<br/>50/3 71/4 84/14 107/5<br/>107/5 107/6 107/7</p> <p><b>reporting [2]</b> 1/23<br/>101/12</p> <p><b>reports [1]</b> 101/21</p> <p><b>represent [3]</b> 44/11<br/>71/6 83/2</p> <p><b>representatives [1]</b><br/>5/5</p> <p><b>represents [1]</b> 51/14</p> <p><b>request [1]</b> 5/6</p> <p><b>require [5]</b> 25/15<br/>72/23 72/25 97/17<br/>101/1</p> <p><b>required [2]</b> 6/12<br/>39/11</p> <p><b>requirement [4]</b><br/>12/25 42/21 42/21<br/>75/1</p> <p><b>requirements [4]</b><br/>27/9 42/18 81/2 96/22</p> <p><b>requires [3]</b> 40/19<br/>41/1 42/12</p> |
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| <p><b>requiring [1]</b> 27/13</p> <p><b>research [3]</b> 17/4<br/>19/5 56/9</p> <p><b>residential [23]</b> 21/15<br/>22/10 26/20 33/3 33/9<br/>44/24 49/13 53/12<br/>53/23 54/10 59/3 59/8<br/>59/11 61/17 66/1<br/>69/24 72/15 95/24<br/>97/2 97/6 97/9 97/13<br/>97/21</p> <p><b>residential [1]</b> 27/5</p> <p><b>residents [4]</b> 59/23<br/>91/12 97/20 101/22</p> <p><b>resolution [1]</b> 6/11</p> <p><b>resource [1]</b> 67/25</p> <p><b>resources [2]</b> 50/21<br/>88/10</p> <p><b>respect [1]</b> 22/20</p> <p><b>respond [1]</b> 53/2</p> <p><b>responded [1]</b> 3/9</p> <p><b>responsive [2]</b> 50/11<br/>93/23</p> <p><b>rest [2]</b> 43/19 54/17</p> <p><b>restaurant [4]</b> 32/2<br/>64/2 66/23 77/1</p> <p><b>restaurants [4]</b> 22/11<br/>63/24 64/2 66/14</p> <p><b>restricting [1]</b> 74/7</p> <p><b>restriction [6]</b> 58/18<br/>58/20 59/6 59/9 59/12<br/>75/4</p> <p><b>restrictions [2]</b> 7/20<br/>72/21</p> <p><b>restrictive [3]</b> 8/1<br/>17/21 42/8</p> <p><b>result [1]</b> 40/10</p> <p><b>retail [33]</b> 11/15 20/14<br/>22/2 22/11 32/23<br/>41/11 52/13 52/17<br/>52/19 53/10 53/16<br/>53/17 53/19 53/20<br/>54/2 54/3 61/11 62/25<br/>63/7 63/23 63/25 64/6<br/>64/7 66/7 66/12 66/15<br/>66/16 66/25 71/9<br/>71/15 71/16 72/13<br/>72/17</p> <p><b>retailer [1]</b> 63/9</p> <p><b>retailers [7]</b> 7/23 26/5<br/>26/7 41/12 57/22<br/>71/19 77/2</p> <p><b>retention [1]</b> 81/24</p> <p><b>rethink [1]</b> 28/14</p> <p><b>retire [1]</b> 72/23</p> <p><b>revenue [1]</b> 45/17</p> <p><b>reverberation [1]</b><br/>65/10</p> <p><b>review [5]</b> 4/24 5/14<br/>5/22 94/25 102/23</p> <p><b>reviewing [1]</b> 4/8</p> <p><b>revised [5]</b> 79/23 80/4<br/>80/19 82/13 99/2</p> <p><b>revising [1]</b> 13/1</p> <p><b>revisions [16]</b> 4/8</p> | <p>5/18 5/23 78/11 78/15<br/>78/19 79/7 79/11<br/>80/23 83/14 84/7<br/>91/21 91/23 93/21<br/>98/20 105/5</p> <p><b>revisit [1]</b> 69/24</p> <p><b>rhetorical [2]</b> 44/14<br/>67/17</p> <p><b>ribbon [2]</b> 61/15<br/>61/16</p> <p><b>rich [1]</b> 10/19</p> <p><b>right [39]</b> 2/1 4/14<br/>14/3 15/13 19/1 20/12<br/>26/10 26/18 30/16<br/>31/8 34/24 35/8 35/25<br/>36/3 36/18 37/15 43/6<br/>46/15 52/6 59/1 59/3<br/>62/17 63/23 72/15<br/>77/2 83/24 86/1 86/5<br/>86/16 86/16 86/18<br/>89/11 93/7 100/17<br/>100/24 103/18 103/23<br/>105/15 106/10</p> <p><b>right-of-way [3]</b><br/>89/11 100/17 100/24</p> <p><b>ring [1]</b> 15/19</p> <p><b>ripple [1]</b> 63/6</p> <p><b>risk [1]</b> 55/9</p> <p><b>ROAD [20]</b> 1/3 46/18<br/>46/24 49/22 56/8<br/>60/16 61/2 61/7 61/12<br/>61/16 61/22 61/22<br/>65/18 82/14 100/1<br/>100/3 100/3 100/5<br/>100/18 104/1</p> <p><b>roadmap [1]</b> 93/14</p> <p><b>roads [1]</b> 104/3</p> <p><b>roadway [1]</b> 32/6</p> <p><b>roll [1]</b> 2/4</p> <p><b>rolled [1]</b> 54/25</p> <p><b>rooftops [3]</b> 54/3 54/5<br/>77/12</p> <p><b>room [1]</b> 54/6</p> <p><b>routes [2]</b> 100/4<br/>104/1</p> <p><b>Rovak [3]</b> 1/16 2/11<br/>65/22</p> <p><b>Rover [3]</b> 56/12 56/25<br/>57/14</p> <p><b>RPR [3]</b> 1/24 107/13<br/>107/14</p> <p><b>rule [1]</b> 65/15</p> <p><b>rules [1]</b> 75/19</p> <p><b>run [3]</b> 66/12 67/11<br/>96/23</p> <p><b>run-off [1]</b> 96/23</p> <p><b>rundown [1]</b> 86/11</p> <p><b>running [1]</b> 57/10</p> <p><b>runs [1]</b> 23/18</p> | <p><b>sake [1]</b> 52/10</p> <p><b>sales [4]</b> 53/20 54/1<br/>60/19 66/18</p> <p><b>same [7]</b> 14/2 40/9<br/>42/18 46/8 52/3 66/19<br/>100/9</p> <p><b>sands [1]</b> 52/18</p> <p><b>sat [2]</b> 50/16 54/25</p> <p><b>save [2]</b> 58/15 65/5</p> <p><b>saves [1]</b> 77/19</p> <p><b>saw [4]</b> 55/16 68/15<br/>90/22 91/3</p> <p><b>say [17]</b> 12/12 14/13<br/>23/22 24/22 28/13<br/>36/10 36/11 36/14<br/>42/24 48/17 49/11<br/>49/18 54/15 55/23<br/>91/5 95/3 103/7</p> <p><b>saying [8]</b> 12/17 43/3<br/>44/12 53/18 66/5<br/>66/10 67/21 74/11</p> <p><b>scale [9]</b> 16/5 17/25<br/>22/11 22/16 22/20<br/>23/5 23/5 23/7 33/3</p> <p><b>scarcity [1]</b> 48/10</p> <p><b>scenario [4]</b> 28/25<br/>36/2 37/1 37/14</p> <p><b>scenarios [3]</b> 29/8<br/>82/15 82/16</p> <p><b>Schnucks [1]</b> 58/15</p> <p><b>School [1]</b> 33/2</p> <p><b>schools [3]</b> 91/4 91/5<br/>91/5</p> <p><b>Schuh [2]</b> 1/17 2/15</p> <p><b>Science [5]</b> 64/20<br/>65/4 65/8 77/17 87/2</p> <p><b>sciences [3]</b> 69/1<br/>98/1 98/2</p> <p><b>scientists [1]</b> 69/11</p> <p><b>Scottsdale [1]</b> 63/21</p> <p><b>scratch [2]</b> 6/21 13/8</p> <p><b>screaming [1]</b> 68/13</p> <p><b>screen [1]</b> 55/16</p> <p><b>screening [1]</b> 74/15</p> <p><b>second [9]</b> 3/6 3/7 6/4<br/>18/7 25/12 28/21<br/>28/24 51/4 79/6</p> <p><b>secondary [1]</b> 25/18</p> <p><b>Secretary [2]</b> 1/19<br/>2/25</p> <p><b>section [8]</b> 5/24 11/5<br/>21/25 40/19 85/5 85/6<br/>85/11 91/3</p> <p><b>section's [1]</b> 104/18</p> <p><b>sections [3]</b> 74/7 91/2<br/>99/3</p> <p><b>see [49]</b> 10/5 14/23<br/>14/24 15/4 15/14 17/5<br/>18/9 19/8 19/10 19/17<br/>20/6 20/11 21/24<br/>27/10 27/20 27/24<br/>28/17 28/24 30/15<br/>31/15 32/12 37/6 37/8<br/>41/23 41/24 41/25<br/>43/11 43/19 43/20<br/>44/11 47/21 55/10</p> | <p>56/6 57/19 58/19<br/>59/14 62/15 65/9<br/>67/22 70/3 72/1 75/23<br/>75/24 88/1 88/17<br/>90/18 91/1 91/10<br/>103/6</p> <p><b>seeing [5]</b> 3/16 54/12<br/>62/19 63/17 66/12</p> <p><b>seek [1]</b> 76/8</p> <p><b>seeking [1]</b> 91/15</p> <p><b>seem [3]</b> 7/5 44/10<br/>69/5</p> <p><b>seemed [2]</b> 84/20<br/>104/9</p> <p><b>seems [3]</b> 34/18<br/>102/16 104/2</p> <p><b>seen [4]</b> 9/10 42/10<br/>71/10 71/11</p> <p><b>seismic [1]</b> 52/16</p> <p><b>seize [1]</b> 47/21</p> <p><b>selling [3]</b> 66/17<br/>68/10 68/11</p> <p><b>sends [1]</b> 28/9</p> <p><b>sense [9]</b> 26/15 34/1<br/>34/21 36/4 44/15<br/>59/15 59/16 103/9<br/>103/19</p> <p><b>sensitive [2]</b> 74/6<br/>74/12</p> <p><b>sensitivity [1]</b> 50/22</p> <p><b>sent [1]</b> 89/24</p> <p><b>series [1]</b> 69/10</p> <p><b>serious [2]</b> 57/4<br/>71/21</p> <p><b>serve [1]</b> 22/9</p> <p><b>serves [1]</b> 84/6</p> <p><b>service [7]</b> 11/15 22/8<br/>50/18 66/7 66/13<br/>66/20 89/8</p> <p><b>services [3]</b> 1/23 22/9<br/>70/7</p> <p><b>set [6]</b> 25/19 33/14<br/>42/20 56/23 57/2<br/>91/23</p> <p><b>setback [5]</b> 14/19<br/>15/6 79/24 80/10<br/>80/16</p> <p><b>setbacks [3]</b> 11/17<br/>24/20 79/12</p> <p><b>sets [1]</b> 104/19</p> <p><b>setting [8]</b> 11/16 16/6<br/>17/20 19/20 23/1<br/>41/11 104/21 104/22</p> <p><b>settings [1]</b> 44/9</p> <p><b>several [7]</b> 4/22 6/17<br/>7/17 11/14 19/5 19/22<br/>38/15</p> <p><b>severalfold [1]</b> 39/1</p> <p><b>shallow [4]</b> 21/16<br/>27/3 28/2 30/2</p> <p><b>share [2]</b> 8/25 52/11</p> <p><b>shared [6]</b> 25/1 37/13<br/>71/13 80/3 80/5 100/2</p> <p><b>sharing [1]</b> 56/22</p> <p><b>sharrows [1]</b> 100/2</p> <p><b>She [1]</b> 2/7</p> | <p><b>shelved [1]</b> 104/24</p> <p><b>shift [2]</b> 34/19 72/1</p> <p><b>shifts [1]</b> 52/16</p> <p><b>shocking [1]</b> 52/18</p> <p><b>shop [2]</b> 56/25 58/15</p> <p><b>shopping [14]</b> 10/6<br/>10/7 30/17 49/19 54/5<br/>56/21 57/8 57/8 57/13<br/>57/16 57/24 57/25<br/>58/9 70/7</p> <p><b>shops [1]</b> 56/24</p> <p><b>short [3]</b> 92/5 102/1<br/>103/7</p> <p><b>short-term [1]</b> 103/7</p> <p><b>Shorthand [1]</b> 107/6</p> <p><b>shortly [2]</b> 10/17 12/5</p> <p><b>should [13]</b> 34/3 41/9<br/>47/20 59/7 69/9 80/2<br/>80/4 80/6 82/6 91/23<br/>95/17 96/10 104/3</p> <p><b>shouldn't [1]</b> 27/4</p> <p><b>show [7]</b> 13/7 18/6<br/>18/9 25/10 29/9 29/9<br/>102/10</p> <p><b>showing [1]</b> 31/6</p> <p><b>shown [4]</b> 37/3 45/9<br/>56/2 56/11</p> <p><b>shows [4]</b> 15/22<br/>15/22 33/8 33/22</p> <p><b>shrink [1]</b> 66/13</p> <p><b>shrinking [1]</b> 77/3</p> <p><b>side [13]</b> 14/5 14/14<br/>19/21 25/1 25/5 30/22<br/>31/7 33/1 56/15 59/7<br/>61/10 61/15 72/16</p> <p><b>sides [4]</b> 32/13 40/24<br/>73/23 80/6</p> <p><b>sidewalk [5]</b> 19/12<br/>25/13 25/18 28/21<br/>28/24</p> <p><b>sidewalks [3]</b> 13/17<br/>24/17 25/13</p> <p><b>sign [1]</b> 81/9</p> <p><b>signage [6]</b> 12/6<br/>80/23 80/25 81/7<br/>100/3 100/5</p> <p><b>signature [1]</b> 85/15</p> <p><b>signed [1]</b> 77/18</p> <p><b>significance [2]</b><br/>96/14 103/25</p> <p><b>significant [4]</b> 27/2<br/>31/6 56/1 77/23</p> <p><b>significantly [2]</b> 46/6<br/>46/25</p> <p><b>signs [4]</b> 12/8 12/9<br/>26/4 26/6</p> <p><b>Silverman [2]</b> 1/16<br/>2/13</p> <p><b>similar [3]</b> 13/13 20/6<br/>104/2</p> <p><b>simplified [1]</b> 81/20</p> <p><b>since [12]</b> 12/21<br/>26/11 33/22 34/11<br/>34/11 38/6 39/14 40/5<br/>52/1 52/2 71/8 82/10</p> <p><b>single [12]</b> 21/16</p> |

Attachment: Public Hearing Transcripts: PZ 12-15-16 (2331 : #16-028 Comp Plan Adoption)

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| <p><b>S</b></p> <p><b>single...</b> [11] 48/19<br/>48/24 49/10 56/19<br/>57/18 59/3 59/10<br/>61/17 69/18 69/19<br/>81/21</p> <p><b>single-family</b> [5]<br/>21/16 59/3 59/10<br/>61/17 69/19</p> <p><b>single-user</b> [1] 56/19</p> <p><b>sit</b> [3] 24/22 53/7<br/>54/18</p> <p><b>site</b> [16] 12/11 12/20<br/>12/20 12/23 25/4 25/7<br/>56/18 58/13 61/18<br/>81/15 81/18 81/23<br/>82/1 95/20 96/19<br/>96/25</p> <p><b>sites</b> [3] 7/20 13/17<br/>24/7</p> <p><b>situation</b> [3] 40/12<br/>66/4 72/18</p> <p><b>situations</b> [1] 29/16</p> <p><b>six</b> [4] 17/25 55/1<br/>57/24 80/15</p> <p><b>six-story</b> [1] 17/25</p> <p><b>size</b> [4] 13/3 45/7<br/>45/18 61/6</p> <p><b>sizes</b> [1] 61/8</p> <p><b>skeptical</b> [1] 46/17</p> <p><b>skyline</b> [1] 20/11</p> <p><b>sleeves</b> [1] 54/25</p> <p><b>slides</b> [1] 92/5</p> <p><b>slight</b> [1] 56/13</p> <p><b>slope</b> [1] 21/17</p> <p><b>small</b> [5] 22/11 22/19<br/>67/3 78/22 82/14</p> <p><b>smaller</b> [9] 23/5 23/5<br/>24/7 39/19 47/1 61/10<br/>61/13 82/21 90/19</p> <p><b>smarter</b> [1] 40/8</p> <p><b>so</b> [177]</p> <p><b>socialize</b> [1] 25/24</p> <p><b>softened</b> [1] 80/17</p> <p><b>sold</b> [2] 64/1 70/7</p> <p><b>solid</b> [2] 27/4 31/19</p> <p><b>solidified</b> [1] 5/17</p> <p><b>solidify</b> [1] 86/23</p> <p><b>solutions</b> [1] 55/3</p> <p><b>some</b> [177]</p> <p><b>somebody</b> [2] 21/6<br/>57/8</p> <p><b>somehow</b> [1] 69/8</p> <p><b>someone</b> [2] 57/4<br/>58/3</p> <p><b>something</b> [21] 3/15<br/>18/23 23/20 27/7<br/>32/16 33/15 38/21<br/>39/11 39/15 43/7<br/>43/10 44/18 47/12<br/>47/19 48/2 58/12<br/>66/20 73/4 74/14<br/>76/10 104/20</p> <p><b>sometimes</b> [1] 51/12</p> <p><b>somewhat</b> [5] 16/18<br/>56/20 80/17 98/24</p> | <p>104/2</p> <p><b>somewhere</b> [1] 58/4</p> <p><b>soon</b> [2] 77/20 96/10</p> <p><b>sorry</b> [6] 14/22 26/21<br/>28/22 47/10 64/10<br/>73/19</p> <p><b>sort</b> [37] 18/15 34/17<br/>34/19 34/24 50/18<br/>51/13 54/19 55/1<br/>63/18 65/7 70/3 76/2<br/>78/15 78/21 82/24<br/>85/2 85/7 85/19 88/4<br/>88/7 88/15 92/7 92/9<br/>92/24 93/7 94/21 95/8<br/>97/11 99/3 100/15<br/>102/1 102/10 102/13<br/>102/17 103/14 103/15<br/>104/10</p> <p><b>sorts</b> [1] 62/23</p> <p><b>source</b> [2] 11/20 97/1</p> <p><b>south</b> [8] 19/21 59/7<br/>61/5 61/9 61/15 101/7<br/>104/8 104/14</p> <p><b>southwest</b> [2] 30/15<br/>39/12</p> <p><b>space</b> [13] 12/25<br/>16/15 25/20 26/12<br/>26/14 29/3 47/1 47/5<br/>48/11 61/23 62/1 62/6<br/>63/6</p> <p><b>spaces</b> [3] 25/24<br/>30/21 32/8</p> <p><b>speak</b> [13] 3/15 3/21<br/>3/23 38/7 41/7 44/21<br/>52/14 67/24 70/21<br/>70/22 84/9 91/11<br/>105/17</p> <p><b>speak to</b> [1] 3/21</p> <p><b>speakers</b> [4] 3/25<br/>45/15 67/25 68/4</p> <p><b>speaking</b> [3] 14/8<br/>38/16 67/6</p> <p><b>speaks</b> [3] 32/23 33/4<br/>77/25</p> <p><b>special</b> [3] 1/1 2/3<br/>19/12</p> <p><b>specific</b> [20] 4/8 5/22<br/>8/17 21/25 31/2 35/10<br/>38/1 56/23 74/19<br/>78/11 79/8 81/2 81/12<br/>82/5 82/5 82/10 89/18<br/>93/10 93/18 98/7</p> <p><b>specifically</b> [3] 39/11<br/>58/20 62/18</p> <p><b>specificity</b> [2] 90/7<br/>90/10</p> <p><b>specifics</b> [3] 47/23<br/>75/6 75/11</p> <p><b>spectrum</b> [1] 69/12</p> <p><b>speculate</b> [1] 45/1</p> <p><b>speculators</b> [1] 60/4</p> <p><b>spending</b> [3] 57/5<br/>57/15 69/21</p> <p><b>spent</b> [1] 18/20</p> <p><b>Spoede</b> [5] 100/5<br/>103/25 104/1 104/2</p> | <p>104/7</p> <p><b>spoke</b> [2] 68/5 103/5</p> <p><b>spoken</b> [1] 105/13</p> <p><b>spots</b> [1] 56/18</p> <p><b>spur</b> [2] 18/15 85/22</p> <p><b>spur other</b> [1] 85/22</p> <p><b>square</b> [11] 20/16<br/>20/19 30/21 45/19<br/>45/19 47/1 60/17<br/>60/18 60/23 60/24<br/>61/19</p> <p><b>SS</b> [1] 107/1</p> <p><b>St</b> [2] 1/25 107/2</p> <p><b>St.</b> [6] 14/7 45/10<br/>71/21 75/15 98/5<br/>98/15</p> <p><b>St. Louis</b> [5] 45/10<br/>71/21 75/15 98/5<br/>98/15</p> <p><b>St. Luke's</b> [1] 14/7</p> <p><b>staff</b> [9] 5/4 15/24<br/>19/4 24/14 41/5 54/21<br/>78/24 99/16 101/16</p> <p><b>stakeholder</b> [1] 4/25</p> <p><b>stakeholders</b> [2] 7/15<br/>101/23</p> <p><b>stalls</b> [1] 25/21</p> <p><b>standard</b> [1] 74/19</p> <p><b>standards</b> [8] 12/23<br/>26/9 26/17 61/17<br/>80/24 81/11 81/15<br/>97/9</p> <p><b>standpoint</b> [3] 39/21<br/>74/14 97/12</p> <p><b>start</b> [6] 2/4 3/2 4/3<br/>34/7 64/22 106/3</p> <p><b>starting</b> [4] 6/20 13/8<br/>62/24 63/2</p> <p><b>state</b> [2] 80/4 107/1</p> <p><b>states</b> [1] 82/5</p> <p><b>statewide</b> [1] 94/17</p> <p><b>station</b> [3] 72/15<br/>72/16 95/13</p> <p><b>status</b> [1] 38/21</p> <p><b>stay</b> [3] 66/10 67/9<br/>68/17</p> <p><b>steeped</b> [1] 53/9</p> <p><b>steer</b> [1] 23/2</p> <p><b>stenographically</b> [1]<br/>107/8</p> <p><b>step</b> [3] 6/3 6/12<br/>16/11</p> <p><b>steps</b> [1] 6/13</p> <p><b>Stern</b> [2] 38/11 38/13</p> <p><b>still</b> [12] 6/25 8/22<br/>29/23 29/23 29/25<br/>30/8 32/25 34/1 70/24<br/>80/17 88/22 99/21</p> <p><b>stock</b> [3] 72/8 76/3<br/>76/4</p> <p><b>stop</b> [4] 20/23 78/1<br/>104/12 104/13</p> <p><b>store</b> [5] 36/23 57/16<br/>58/1 60/19 60/20</p> <p><b>stores</b> [3] 46/23<br/>66/24 67/1</p> | <p><b>stories</b> [1] 80/16</p> <p><b>stormwater</b> [5] 95/20<br/>96/2 96/21 96/21<br/>99/14</p> <p><b>story</b> [12] 17/25 23/6<br/>23/6 54/11 58/18 59/6<br/>59/11 59/14 59/17<br/>59/20 75/4 75/8</p> <p><b>straight</b> [1] 63/25</p> <p><b>straight-up</b> [1] 63/25</p> <p><b>strategies</b> [4] 74/22<br/>102/7 102/8 102/12</p> <p><b>street</b> [28] 11/17<br/>11/24 12/14 15/4<br/>15/15 16/4 19/24 20/7<br/>20/20 25/19 26/4<br/>27/11 30/22 36/16<br/>36/25 37/10 37/10<br/>37/12 41/4 46/18 62/2<br/>65/4 72/17 72/18 80/5<br/>80/9 89/14 100/10</p> <p><b>street-oriented</b> [1]<br/>11/17</p> <p><b>streets</b> [3] 19/15<br/>79/13 88/3</p> <p><b>streetscape</b> [5] 11/10<br/>17/19 24/4 24/5 89/13</p> <p><b>stretch</b> [2] 61/2 61/22</p> <p><b>strip</b> [4] 48/18 49/7<br/>67/3 85/25</p> <p><b>strong</b> [3] 13/16<br/>37/11 77/9</p> <p><b>struck</b> [1] 62/1</p> <p><b>structured</b> [1] 80/13</p> <p><b>structures</b> [2] 14/7<br/>91/16</p> <p><b>struggle</b> [1] 14/12</p> <p><b>stuck</b> [1] 86/16</p> <p><b>Studio</b> [4] 6/23 25/11<br/>27/17 78/6</p> <p><b>Studios</b> [1] 4/7</p> <p><b>study</b> [1] 17/11</p> <p><b>stuff</b> [5] 32/11 63/19<br/>76/2 85/11 89/24</p> <p><b>Stutte</b> [2] 1/19 2/24</p> <p><b>subdivision</b> [1] 101/9</p> <p><b>subdivisions</b> [3]<br/>61/12 68/1 100/21</p> <p><b>subject</b> [3] 30/7 74/6<br/>74/12</p> <p><b>submitted</b> [1] 7/16</p> <p><b>subset</b> [2] 35/6 35/9</p> <p><b>subsidies</b> [1] 42/15</p> <p><b>subsidy</b> [2] 8/13<br/>72/25</p> <p><b>substandard</b> [1] 60/6</p> <p><b>substantial</b> [2] 16/3<br/>98/20</p> <p><b>suburb</b> [1] 20/17</p> <p><b>suburban</b> [4] 12/24<br/>19/8 44/9 71/25</p> <p><b>succeed</b> [1] 53/20</p> <p><b>success</b> [2] 94/19<br/>94/20</p> <p><b>successes</b> [1] 101/23</p> <p><b>successful</b> [10] 19/9</p> | <p>19/19 19/22 20/18<br/>22/3 55/19 68/16<br/>77/8 98/17</p> <p><b>such</b> [3] 45/2 81/23<br/>81/25</p> <p><b>suggest</b> [6] 24/11<br/>27/4 39/25 59/13<br/>98/23 102/15</p> <p><b>suggested</b> [7] 24/18<br/>42/2 43/5 44/1 44/2<br/>53/6 90/16</p> <p><b>suggesting</b> [3] 42/1<br/>58/3 84/7</p> <p><b>suggestion</b> [4] 4/3<br/>4/4 24/3 37/24</p> <p><b>suggestions</b> [4] 31/1<br/>39/3 43/15 90/5</p> <p><b>suggests</b> [1] 24/12</p> <p><b>summarize</b> [1] 7/19</p> <p><b>supply</b> [1] 61/2</p> <p><b>support</b> [10] 10/16<br/>11/15 11/25 18/21<br/>19/2 33/16 53/16<br/>81/22 89/3 99/22</p> <p><b>supporting</b> [1] 55/14</p> <p><b>supports</b> [1] 64/7</p> <p><b>supposed</b> [1] 19/13</p> <p><b>sure</b> [32] 5/2 5/17 6/6<br/>24/14 34/25 36/5<br/>37/23 40/16 43/11<br/>64/13 64/15 66/13<br/>68/3 69/23 71/23<br/>73/15 74/6 79/19<br/>82/23 83/8 84/11<br/>87/20 89/25 90/20<br/>91/12 91/22 96/15<br/>98/16 103/12 103/20<br/>104/5 104/23</p> <p><b>surprised</b> [1] 23/14</p> <p><b>surprisingly</b> [1] 58/19</p> <p><b>surrounding</b> [1]<br/>20/14</p> <p><b>surrounds</b> [3] 10/20<br/>10/23 22/10</p> <p><b>surveying</b> [1] 91/12</p> <p><b>survive</b> [2] 29/23 54/2</p> <p><b>suspect</b> [1] 68/24</p> <p><b>sustainability</b> [1]<br/>99/11</p> <p><b>sustainable</b> [3] 12/20<br/>26/16 81/22</p> <p><b>swear</b> [1] 3/21</p> <p><b>switch</b> [1] 83/19</p> <p><b>sworn</b> [9] 3/24 3/25<br/>38/10 38/11 50/2<br/>70/22 71/2 71/3 84/13</p> <p><b>sympathy</b> [1] 52/21</p> <p><b>system</b> [2] 20/19<br/>101/13</p> <p><b>T</b></p> <p><b>table</b> [1] 88/16</p> <p><b>take</b> [9] 4/9 7/7 38/4<br/>45/24 50/8 51/3 78/7<br/>91/9 91/10</p> <p><b>takes</b> [2] 7/11 24/15</p> <p><b>taking</b> [4] 16/10 55/18</p> |
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| taking... [2] 69/22<br>98/18                                                                                                                                                                     | 78/5 83/17 84/12 90/1<br>90/2 91/19 92/1 92/2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 13/24 14/18 15/8<br>15/25 16/20 16/25                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 76/21 77/15 78/22<br>79/18 81/7 82/25                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 56/10 56/19 61/8<br>64/22 66/24 69/3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |       |
| talk [11] 11/19 15/18<br>23/22 42/7 57/18<br>61/21 65/2 74/5 85/14<br>92/13 92/13                                                                                                                | Thanks [1] 97/3<br>that [607]<br>that maybe [1] 33/9<br>that that [1] 61/22<br>that's [86] 5/16 7/7<br>7/8 7/23 8/7 8/23<br>12/16 14/11 14/21<br>15/9 15/18 15/19 16/9<br>17/5 18/7 18/16 18/23<br>19/1 19/18 19/19<br>20/23 22/22 23/1<br>23/20 23/22 24/2 24/2<br>24/21 24/24 25/9<br>25/24 26/22 26/24<br>27/7 27/13 28/10<br>28/13 31/15 32/11<br>32/23 33/15 35/14<br>41/2 41/11 41/12<br>42/10 43/10 43/19<br>44/15 44/18 45/25<br>46/12 47/4 47/5 47/8<br>48/6 49/23 53/18<br>54/16 54/16 55/2<br>55/21 66/8 66/17 67/2<br>67/5 67/21 68/20 70/1<br>74/5 74/9 74/14 75/5<br>76/10 76/19 76/22<br>77/1 77/4 83/24 86/10<br>87/8 88/7 91/14 95/3<br>100/16 102/5 | 17/15 18/10 18/14<br>18/24 19/12 19/13<br>20/23 21/10 21/20<br>23/13 23/16 24/22<br>27/1 27/4 27/5 30/25<br>33/6 33/9 37/8 38/1<br>38/7 40/20 40/21<br>40/25 41/14 42/22<br>45/6 46/24 47/2 47/19<br>48/20 49/4 50/13 51/1<br>55/9 55/25 56/11 61/4<br>61/10 61/19 61/25<br>62/1 62/6 65/14 68/7<br>69/17 69/19 69/22<br>71/14 71/14 72/11<br>73/9 75/25 76/6 78/1<br>78/9 78/19 81/1 82/20<br>83/3 84/1 84/24 85/7<br>85/14 85/22 85/25<br>86/1 86/16 87/1 87/10<br>87/11 87/12 87/16<br>88/14 89/1 91/8 93/12<br>93/13 94/20 97/8<br>98/25 104/12 104/24<br>105/7 | 95/17 97/11 97/15<br>97/19 99/17 99/17<br>100/6 101/3 102/11<br>102/15 102/19 103/7<br>103/14 103/17<br>they [47] 5/2 18/14<br>18/19 19/9 26/7 34/7<br>45/22 45/22 48/1<br>52/16 56/23 56/25<br>57/2 57/5 57/11 57/21<br>57/24 58/1 58/6 59/15<br>62/8 68/10 68/11 69/3<br>69/9 69/9 69/21 69/22<br>70/6 75/2 76/8 76/8<br>76/9 83/1 84/20 85/6<br>85/14 85/15 88/9<br>88/17 90/23 90/23<br>91/3 91/4 92/22 104/3<br>104/13<br>they're [23] 19/13<br>26/6 31/6 31/6 46/24<br>55/17 55/19 57/7 57/9<br>57/10 58/1 62/3 62/3<br>63/22 65/3 66/17 67/7<br>74/21 74/22 74/22<br>88/2 88/2 88/8<br>they've [3] 50/22 58/5<br>77/9 | 82/7 82/19 85/17<br>86/16 86/22 87/19<br>88/1 88/5 88/18 88/23<br>89/7 89/13 89/17<br>89/18 93/14 95/10<br>95/11 96/24 99/25<br>101/25 102/8 104/10<br>though [5] 7/10 31/10<br>67/1 85/12 91/11<br>thought [15] 4/18<br>16/11 25/12 41/21<br>44/22 54/14 59/20<br>60/12 71/14 84/25<br>85/13 90/24 104/4<br>104/6 104/6<br>thought-out [1] 41/21<br>thoughtful [2] 50/11<br>70/23<br>thoughts [1] 16/17<br>three [16] 8/21 8/21<br>9/19 15/25 17/25 47/4<br>53/7 53/7 54/22 59/6<br>59/11 75/8 80/15<br>81/21 92/11 98/25<br>three-eighths [1]<br>47/4<br>three-story [3] 59/6<br>59/11 75/8<br>through [38] 5/8 9/7<br>9/13 11/13 18/11<br>23/18 25/1 26/16 29/2<br>41/19 43/14 47/24<br>50/25 52/22 61/24<br>70/24 72/5 77/16<br>78/11 78/21 79/21<br>81/25 82/8 82/23<br>82/25 83/4 83/15<br>83/20 93/4 93/21 94/8<br>95/10 100/5 100/21<br>102/22 105/4 105/5<br>105/5<br>throughout [2] 56/18<br>80/22<br>throw [2] 33/6 75/4<br>thrown [1] 85/7<br>THURSDAY [2] 1/4<br>2/3<br>tick [2] 56/3 56/10<br>tidbits [1] 72/20<br>tier [3] 25/13 28/21<br>28/24<br>ties [1] 85/19<br>Tim [9] 1/14 4/7 5/21<br>73/17 73/19 75/11<br>78/6 78/9 91/20<br>Tim's [1] 73/20<br>time [23] 6/11 16/19<br>17/5 32/1 34/5 40/6<br>52/3 53/15 57/16<br>63/10 66/19 70/15<br>70/24 71/18 76/25<br>81/1 81/17 82/10<br>88/17 93/1 93/19 |       |
| tax [6] 53/21 53/21<br>53/22 54/1 54/1 66/18                                                                                                                                                     | taxes [1] 53/25                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 86/1 86/16 87/1 87/10<br>87/11 87/12 87/16<br>88/14 89/1 91/8 93/12<br>93/13 94/20 97/8<br>98/25 104/12 104/24<br>105/7                                                                                                                                                                                                                                                                                                                                                                                                                                             | thing [9] 5/11 14/2<br>18/5 40/9 44/20 63/22<br>66/8 101/14 102/3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | through [38] 5/8 9/7<br>9/13 11/13 18/11<br>23/18 25/1 26/16 29/2<br>41/19 43/14 47/24<br>50/25 52/22 61/24<br>70/24 72/5 77/16<br>78/11 78/21 79/21<br>81/25 82/8 82/23<br>82/25 83/4 83/15<br>83/20 93/4 93/21 94/8<br>95/10 100/5 100/21<br>102/22 105/4 105/5<br>105/5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |       |
| teardowns [1] 97/2                                                                                                                                                                               | technicality [1] 47/12                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | there's [65] 5/18 8/4<br>14/4 15/4 18/12 19/11<br>19/11 19/14 19/14<br>19/14 21/2 22/4 24/2<br>27/12 30/25 31/7 31/9<br>31/24 32/6 32/9 32/10<br>32/11 32/12 32/20<br>34/4 36/23 37/24<br>39/19 50/20 58/7<br>60/22 60/24 61/3<br>61/16 61/20 61/23<br>62/2 62/4 62/5 62/5<br>62/19 62/19 63/9<br>63/10 63/10 64/4 64/4<br>65/12 67/1 72/3 76/14<br>76/15 77/22 82/22<br>84/22 86/8 86/9 86/19<br>87/18 88/3 99/4 102/4<br>102/21 103/10 105/14                                                                                                                     | things [38] 6/15<br>12/13 24/8 28/20<br>29/11 31/17 32/3<br>32/24 36/24 38/3<br>39/23 45/9 45/16<br>54/13 58/7 58/14 62/5<br>65/24 66/24 69/5 74/3<br>75/3 75/23 76/21<br>76/23 78/23 78/24<br>79/21 83/6 84/21 85/2<br>85/3 85/7 85/13 85/22<br>86/22 90/23 93/7                                                                                                                                                                                                                                                                                                                                                            | three-story [3] 59/6<br>59/11 75/8<br>through [38] 5/8 9/7<br>9/13 11/13 18/11<br>23/18 25/1 26/16 29/2<br>41/19 43/14 47/24<br>50/25 52/22 61/24<br>70/24 72/5 77/16<br>78/11 78/21 79/21<br>81/25 82/8 82/23<br>82/25 83/4 83/15<br>83/20 93/4 93/21 94/8<br>95/10 100/5 100/21<br>102/22 105/4 105/5<br>105/5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       |
| tell [3] 42/5 46/23<br>55/17                                                                                                                                                                     | tells [2] 41/25 53/24                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | there's a [1] 19/11                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | think [111]<br>thinking [2] 32/24<br>105/3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | throw [2] 33/6 75/4<br>thrown [1] 85/7<br>THURSDAY [2] 1/4<br>2/3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |       |
| ten [1] 72/4                                                                                                                                                                                     | tenancy [1] 46/3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | thereabout [1] 92/12                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | third [1] 59/20                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | tick [2] 56/3 56/10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |       |
| tenant [9] 12/9 39/10<br>48/19 48/24 49/1<br>49/10 56/21 58/8<br>60/16                                                                                                                           | tenants [5] 39/5<br>44/17 46/4 56/22<br>62/13                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | thereof [1] 96/8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | thirty [2] 60/16 60/18                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | tidbits [1] 72/20                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |       |
| term [5] 28/8 98/24<br>99/21 102/1 103/7                                                                                                                                                         | terms [17] 17/21<br>19/20 21/25 22/6<br>29/13 29/14 30/4 33/6<br>40/3 69/4 74/15 77/20<br>80/25 81/11 92/16<br>92/18 99/19                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | these [83] 8/5 9/2<br>9/18 9/19 11/11 12/6<br>13/11 13/13 13/17<br>14/7 14/23 17/1 17/4<br>17/15 18/2 18/6 18/13<br>19/3 20/1 20/12 20/13<br>20/25 25/24 26/5<br>26/14 27/9 27/17<br>27/20 28/1 28/2 29/8<br>29/23 30/2 30/6 30/12<br>30/16 30/19 31/4<br>31/11 31/17 31/21<br>31/25 32/19 34/1<br>36/24 37/20 42/19<br>46/9 52/16 63/3 66/6<br>66/24 67/7 67/12<br>67/12 74/20 74/21                                                                                                                                                                               | this [244]<br>thoroughfare [1]<br>11/12                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | tier [3] 25/13 28/21<br>28/24                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |
| Terrace [1] 100/18                                                                                                                                                                               | terrific [2] 42/12<br>63/22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | these [83] 8/5 9/2<br>9/18 9/19 11/11 12/6<br>13/11 13/13 13/17<br>14/7 14/23 17/1 17/4<br>17/15 18/2 18/6 18/13<br>19/3 20/1 20/12 20/13<br>20/25 25/24 26/5<br>26/14 27/9 27/17<br>27/20 28/1 28/2 29/8<br>29/23 30/2 30/6 30/12<br>30/16 30/19 31/4<br>31/11 31/17 31/21<br>31/25 32/19 34/1<br>36/24 37/20 42/19<br>46/9 52/16 63/3 66/6<br>66/24 67/7 67/12<br>67/12 74/20 74/21                                                                                                                                                                               | thoroughly [1] 83/1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ties [1] 85/19                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |       |
| Texas [1] 20/17                                                                                                                                                                                  | text [2] 38/1 78/11                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | there [95] 3/20 8/22<br>11/14 12/19 13/19                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | those [64] 1/13 5/19<br>6/13 8/21 18/25 19/6<br>20/21 21/19 22/13<br>26/9 27/19 31/14<br>33/18 33/18 38/20<br>38/24 41/17 42/9<br>42/16 43/12 45/11<br>45/21 46/3 46/7 51/1<br>54/4 55/12 55/14<br>55/15 55/25 56/4 56/4                                                                                                                                                                                                                                                                                                                                                                                                     | tim [9] 1/14 4/7 5/21<br>73/17 73/19 75/11<br>78/6 78/9 91/20                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |
| than [28] 7/11 14/20<br>23/7 23/13 34/14<br>38/22 39/16 40/8<br>46/14 46/15 46/18<br>47/2 50/13 50/24 51/8<br>53/19 56/21 56/25<br>57/5 57/13 58/4 60/15<br>62/4 64/1 95/21 96/14<br>96/20 96/25 | thank [30] 37/15<br>37/22 40/14 41/18<br>41/20 44/7 47/9 48/15<br>49/16 50/1 50/9 50/15<br>50/15 66/22 70/9<br>70/14 70/15 70/18<br>73/10 73/16 78/3 78/4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | there [95] 3/20 8/22<br>11/14 12/19 13/19                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | time [23] 6/11 16/19<br>17/5 32/1 34/5 40/6<br>52/3 53/15 57/16<br>63/10 66/19 70/15<br>70/24 71/18 76/25<br>81/1 81/17 82/10<br>88/17 93/1 93/19                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Tim's [1] 73/20                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |       |
|                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |       |

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| <p><b>T</b></p> <p><b>time...</b> [2] 94/23 95/2</p> <p><b>timeframe</b> [4] 102/14 102/16 103/15 103/16</p> <p><b>times</b> [1] 9/10</p> <p><b>titanic</b> [1] 72/2</p> <p><b>to have</b> [1] 89/9</p> <p><b>Toby</b> [3] 52/4 71/3 71/5</p> <p><b>today</b> [9] 13/3 17/6 21/12 23/13 36/8 36/11 60/20 80/1 80/13</p> <p><b>today's</b> [1] 59/13</p> <p><b>together</b> [3] 54/2 54/20 72/14</p> <p><b>told</b> [4] 42/3 51/17 51/17 64/24</p> <p><b>Tom</b> [5] 38/11 38/13 51/25 55/22 61/1</p> <p><b>Tom's</b> [1] 51/8</p> <p><b>tonight</b> [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</p> <p><b>too</b> [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</p> <p><b>tool</b> [1] 18/24</p> <p><b>top</b> [1] 102/1</p> <p><b>topic</b> [1] 6/2</p> <p><b>total</b> [2] 31/23 56/13</p> <p><b>totally</b> [1] 42/20</p> <p><b>touch</b> [5] 5/7 8/5 27/18 30/11 78/15</p> <p><b>touched</b> [1] 18/5</p> <p><b>touchy</b> [1] 39/23</p> <p><b>touchy-feely</b> [1] 39/23</p> <p><b>tough</b> [1] 59/15</p> <p><b>tour</b> [1] 85/24</p> <p><b>toured</b> [1] 19/22</p> <p><b>toward</b> [2] 64/21 90/12</p> <p><b>towards</b> [2] 34/18 105/6</p> <p><b>town</b> [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</p> <p><b>townhomes</b> [4] 22/12 33/10 54/11 69/17</p> <p><b>townhouses</b> [1] 44/23</p> <p><b>track</b> [1] 101/13</p> <p><b>tracked</b> [1] 94/22</p> <p><b>trading</b> [1] 60/4</p> | <p><b>traditional</b> [3] 9/12 9/23 15/23</p> <p><b>traffic</b> [2] 17/11 56/1</p> <p><b>trails</b> [2] 84/21 91/16</p> <p><b>transcript</b> [1] 107/10</p> <p><b>transformational</b> [1] 65/10</p> <p><b>transit</b> [1] 77/9</p> <p><b>transition</b> [4] 22/21 22/22 71/18 71/20</p> <p><b>transitional</b> [1] 33/10</p> <p><b>translate</b> [4] 9/2 9/6 11/1 34/17</p> <p><b>Transportation</b> [1] 18/25</p> <p><b>travel</b> [2] 44/8 75/22</p> <p><b>traveling</b> [2] 62/18 62/21</p> <p><b>trees</b> [1] 62/2</p> <p><b>tremendous</b> [1] 68/10</p> <p><b>tried</b> [1] 68/6</p> <p><b>true</b> [5] 6/25 29/6 32/25 54/4 107/9</p> <p><b>truly</b> [1] 76/6</p> <p><b>trustees</b> [1] 101/9</p> <p><b>try</b> [4] 7/12 29/19 31/10 89/16</p> <p><b>trying</b> [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</p> <p><b>trying to</b> [1] 73/20</p> <p><b>tuck</b> [1] 33/13</p> <p><b>two</b> [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</p> <p><b>two-story</b> [5] 23/6 58/18 59/14 59/17 75/4</p> <p><b>type</b> [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</p> <p><b>types</b> [10] 22/13 66/7 68/1 77/15 78/25 81/13 85/21 88/5 96/7 97/13</p> <p><b>typewriting</b> [1] 107/9</p> <p><b>typically</b> [3] 57/15 57/25 58/6</p> <hr/> <p><b>U</b></p> <p><b>Uh</b> [7] 34/15 35/17 37/18 85/18 86/14 97/4 103/2</p> <p><b>Uh-huh</b> [7] 34/15 35/17 37/18 85/18 86/14 97/4 103/2</p> <p><b>ultimately</b> [1] 18/17</p> <p><b>under</b> [8] 33/13 36/2 37/14 39/18 42/19</p> | <p>54/4 65/15 96/17</p> <p><b>underground</b> [1] 88/23</p> <p><b>understand</b> [11] 38/19 41/23 50/10 50/20 51/3 52/15 56/9 69/20 71/1 95/14 95/25</p> <p><b>understandably</b> [1] 98/22</p> <p><b>understanding</b> [3] 55/11 56/3 81/8</p> <p><b>undo</b> [1] 72/22</p> <p><b>Unfinished</b> [1] 3/17 18/25</p> <p><b>unforeseen</b> [1] 94/4</p> <p><b>unheard</b> [1] 60/18</p> <p><b>uniform</b> [1] 24/20</p> <p><b>Union</b> [2] 100/17 100/24</p> <p><b>unique</b> [1] 57/19</p> <p><b>unknown</b> [1] 72/9</p> <p><b>unless</b> [2] 21/6 39/10</p> <p><b>unlimited</b> [1] 59/9</p> <p><b>until</b> [1] 17/3</p> <p><b>up</b> [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</p> <p><b>update</b> [10] 1/10 3/19 6/19 13/8 15/1 31/18 44/10 95/1 97/12 101/18</p> <p><b>updated</b> [4] 7/8 7/9 81/9 82/10</p> <p><b>updates</b> [5] 79/21 82/21 93/4 97/6 97/15</p> <p><b>upon</b> [3] 84/7 91/13 92/24</p> <p><b>urban</b> [6] 11/6 11/9 11/12 15/13 19/20 44/9</p> <p><b>Urgent</b> [1] 31/23</p> <p><b>us</b> [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</p> <p><b>usability</b> [1] 91/15</p> <p><b>use</b> [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</p> | <p><b>used</b> [4] 19/6 32/2 37/7 57/17</p> <p><b>user</b> [2] 48/24 56/19</p> <p><b>uses</b> [11] 9/14 11/18 21/23 21/25 22/13 27/23 27/25 31/25 38/25 79/4 86/11</p> <p><b>utilities</b> [1] 88/23</p> <p><b>utility</b> [6] 53/21 53/22 53/25 54/1 88/14 100/21</p> <p><b>utilize</b> [1] 25/23</p> <hr/> <p><b>V</b></p> <p><b>valid</b> [2] 68/20 68/23</p> <p><b>value</b> [2] 60/11 68/10</p> <p><b>values</b> [1] 38/24</p> <p><b>Valvero</b> [1] 90/17</p> <p><b>variability</b> [1] 29/15</p> <p><b>variables</b> [1] 29/18</p> <p><b>variation</b> [1] 15/5</p> <p><b>varies</b> [1] 24/5</p> <p><b>variety</b> [3] 82/20 93/18 97/8</p> <p><b>various</b> [3] 45/10 101/2 106/4</p> <p><b>vary</b> [1] 40/1</p> <p><b>vehicular</b> [1] 24/1</p> <p><b>verbiage</b> [1] 43/5</p> <p><b>Verizon</b> [1] 36/15</p> <p><b>version</b> [1] 11/22</p> <p><b>versus</b> [7] 25/7 45/20 59/22 59/23 59/24 104/8 104/8</p> <p><b>very</b> [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</p> <p><b>via</b> [1] 54/6</p> <p><b>vibe</b> [1] 64/4</p> <p><b>vibrancy</b> [1] 76/22</p> <p><b>vibrant</b> [2] 10/19 10/22</p> <p><b>viewed</b> [2] 7/25 16/3</p> <p><b>viewsheds</b> [1] 74/16</p> <p><b>virtue</b> [1] 57/23</p> <p><b>visibility</b> [1] 7/21</p> <p><b>vision</b> [15] 8/13 9/17</p> | <p>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</p> <p><b>visions</b> [3] 9/1 77/16 79/18</p> <p><b>visual</b> [1] 74/16</p> <hr/> <p><b>W</b></p> <p><b>wait</b> [1] 51/4</p> <p><b>Walgreens</b> [3] 14/22 32/18 32/20</p> <p><b>walk</b> [5] 5/7 5/7 39/7 57/7 88/2</p> <p><b>walkability</b> [3] 42/23 77/8 88/4</p> <p><b>walkable</b> [5] 10/19 43/1 46/20 46/25 49/20</p> <p><b>walking</b> [2] 61/6 61/25</p> <p><b>wall</b> [1] 12/8</p> <p><b>want</b> [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</p> <p><b>wanted</b> [9] 7/2 14/10 20/23 74/18 75/9 78/1 84/9 85/1 91/8</p> <p><b>wants</b> [2] 41/11 63/20</p> <p><b>Warson</b> [1] 65/17</p> <p><b>was</b> [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</p> |
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| <b>W</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>was...</b> [21] 85/12<br>85/13 85/14 85/25<br>88/14 90/20 90/25<br>91/4 91/6 93/11 93/12<br>93/17 98/6 103/19<br>103/24 104/1 104/4<br>104/7 104/20 106/3<br>106/12                                                                                                                                                                                                                                                                                                                                     | 10/8 11/4 12/10 15/22<br>16/11 16/12 16/14<br>16/16 17/25 21/20<br>24/13 24/25 28/12<br>31/14 32/13 32/19<br>34/3 41/21 42/7 43/9<br>43/17 43/25 45/16<br>45/24 48/1 48/14<br>55/13 55/21 55/22<br>68/5 68/22 70/17<br>70/21 71/22 73/8<br>73/25 75/9 77/7 80/24<br>84/6 85/3 90/24 91/4<br>94/17 100/11 100/19<br>101/22 102/3 102/24<br>103/17 | 25/19 29/4 29/6 33/1<br>33/12 35/18 36/22<br>37/25 41/10 41/11<br>41/12 46/5 56/8 56/22<br>57/15 58/24 59/3<br>62/18 62/22 65/2 65/8<br>67/22 68/15 70/6 76/2<br>76/9 76/17 76/24<br>76/24 77/4 86/2 86/7<br>88/25 94/22 105/3                                                                                                                                                                                                                                        | 101/6 101/10 102/3<br>105/21 105/22<br><b>willing</b> [1] 57/7<br><b>willingness</b> [1] 26/15<br><b>Wireless</b> [1] 36/15<br><b>wisdom</b> [1] 59/11<br><b>wish</b> [2] 38/7 83/21<br><b>within</b> [19] 7/1 9/18<br>11/8 12/9 17/22 25/20<br>29/3 42/1 42/9 45/10<br>52/24 54/12 79/5<br>80/11 85/9 93/8 97/16<br>99/8 102/16 | 10/8 15/25 19/5 19/22<br>24/14 32/3 51/21<br>60/16 60/18 72/4<br>92/11<br><b>yes</b> [7] 6/5 49/8 58/14<br>78/9 84/3 84/12 91/24<br><b>yet</b> [3] 41/20 63/13<br>68/14<br><b>you</b> [356]<br><b>you in</b> [1] 67/20<br><b>you'd</b> [2] 43/20 43/21<br><b>you'll</b> [4] 28/20 38/9<br>68/22 79/6<br><b>you're</b> [32] 4/12 11/8<br>13/24 13/25 25/14<br>26/25 30/3 30/4 38/15<br>44/12 49/12 51/12<br>52/6 52/6 52/8 53/2<br>53/20 61/25 62/18<br>62/19 62/21 63/17<br>63/18 64/22 66/20<br>67/6 68/8 75/18 76/24<br>77/2 85/16 101/9<br><b>you've</b> [6] 3/21 9/10<br>33/8 42/3 47/3 63/8<br><b>young</b> [2] 62/23 63/2<br><b>younger</b> [2] 64/20<br>66/6 |
| <b>wasn't</b> [3] 24/14<br>72/13 93/13                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>well-defined</b> [1]<br>15/22                                                                                                                                                                                                                                                                                                                 | <b>whereas</b> [1] 9/12                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>wonder</b> [1] 42/5                                                                                                                                                                                                                                                                                                           | <b>your</b> [29] 8/2 28/10<br>33/25 34/22 41/15<br>41/23 44/1 44/2 44/12<br>44/12 50/24 52/21<br>53/4 53/19 54/1 54/8<br>54/10 54/10 54/20<br>62/8 67/14 69/24<br>70/15 74/23 78/2 84/4<br>89/16 89/23 89/24                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>water</b> [2] 42/22 67/25                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>well-known</b> [1] 21/20                                                                                                                                                                                                                                                                                                                      | <b>wherever</b> [2] 63/21<br>65/3                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>wondering</b> [2] 103/25<br>104/1                                                                                                                                                                                                                                                                                             | <b>Z</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>wax</b> [1] 58/10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>went</b> [3] 47/22 50/25<br>54/19                                                                                                                                                                                                                                                                                                             | <b>whether</b> [8] 33/25<br>57/18 58/2 61/25<br>63/21 64/8 65/2 68/23                                                                                                                                                                                                                                                                                                                                                                                                 | <b>word</b> [1] 55/18                                                                                                                                                                                                                                                                                                            | <b>zone</b> [3] 79/25 83/4<br>87/6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>way</b> [20] 15/14 17/6<br>28/23 36/8 43/21                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <b>were</b> [44] 3/25 12/17<br>15/1 17/10 19/9 29/8<br>29/8 30/19 36/14 37/8<br>38/20 42/19 43/8<br>43/14 43/15 45/11<br>46/12 48/24 56/11<br>57/17 58/21 59/1 59/4<br>60/12 60/15 62/8 66/3<br>68/1 68/10 68/11<br>78/12 81/2 81/17<br>84/20 84/20 85/20<br>85/23 85/24 88/12<br>88/18 90/23 93/12<br>95/1 102/9                                | <b>which</b> [68] 5/6 5/23<br>5/25 6/10 6/11 6/12<br>7/25 9/11 9/13 9/14<br>10/16 10/23 11/1 13/3<br>16/15 20/5 20/17<br>25/12 29/20 31/7<br>39/13 40/1 40/13<br>40/13 41/10 54/11<br>55/3 59/7 64/3 72/3<br>72/11 74/23 75/17<br>77/19 78/12 79/11<br>79/20 79/25 80/12<br>81/3 81/3 82/21 83/22<br>84/25 87/3 87/3 92/4<br>92/7 92/9 92/22 93/1<br>93/5 95/1 95/8 96/18<br>96/25 98/1 99/2 99/7<br>99/18 100/2 100/4<br>100/15 100/16 100/20<br>101/10 101/12 103/8 | <b>words</b> [1] 48/7<br><b>work</b> [32] 7/7 11/10<br>13/8 14/15 14/16 16/1<br>24/24 29/16 30/9<br>43/14 44/8 44/19<br>49/14 54/2 54/7 55/5<br>55/22 55/23 55/23<br>55/24 60/1 60/6 60/7<br>60/8 67/10 69/15 70/6<br>74/23 75/17 76/9<br>101/16 103/21                                                                          | <b>zoning</b> [38] 1/1 2/2<br>3/13 7/20 8/12 12/19<br>14/18 14/25 18/12<br>18/17 26/16 27/7 27/7<br>31/2 31/18 42/16<br>47/24 54/22 61/5<br>61/18 69/25 74/24<br>75/1 79/21 79/25<br>80/12 81/25 83/5 93/4<br>97/6 97/12 97/15<br>97/16 97/17 99/1 99/5<br>101/16 107/8                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>ways</b> [4] 18/11 28/18<br>91/15 93/3                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>west</b> [7] 22/23 36/8<br>36/11 56/7 58/4 64/21<br>82/14                                                                                                                                                                                                                                                                                     | <b>while</b> [7] 6/16 39/17<br>39/22 42/11 102/19<br>104/9 105/8                                                                                                                                                                                                                                                                                                                                                                                                      | <b>worked</b> [2] 15/3 81/5                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>we</b> [318]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <b>western</b> [3] 100/20<br>101/6 101/8                                                                                                                                                                                                                                                                                                         | <b>Whitney</b> [6] 1/18 2/22<br>13/9 26/21 81/5 83/9                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>workers</b> [1] 70/4                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>we'd</b> [6] 6/9 14/16<br>35/4 43/23 55/19 62/9                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>what</b> [135]                                                                                                                                                                                                                                                                                                                                | <b>who</b> [16] 3/14 3/20<br>3/23 38/7 39/6 39/10<br>50/9 50/16 53/9 53/10<br>53/11 57/25 67/25<br>68/4 68/5 68/15                                                                                                                                                                                                                                                                                                                                                    | <b>working</b> [4] 15/24<br>54/24 75/18 96/2                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>we'll</b> [4] 2/4 3/17<br>73/17 95/10                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <b>what's</b> [40] 39/24<br>41/24 44/13 44/16<br>46/1 49/3 55/25 67/10<br>72/1 85/9                                                                                                                                                                                                                                                              | <b>who's</b> [3] 40/8 52/4<br>58/4                                                                                                                                                                                                                                                                                                                                                                                                                                    | <b>works</b> [6] 19/21 58/11<br>59/25 95/4 96/1 99/15                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>we're</b> [72] 2/1 6/15<br>9/16 10/3 12/13 13/15<br>14/10 15/9 16/24<br>16/24 20/22 25/4 25/8<br>25/14 27/13 28/13<br>29/19 30/1 31/1 32/5<br>32/12 32/14 32/24<br>32/24 34/11 36/24<br>36/25 37/6 37/14<br>37/20 37/25 38/17<br>43/6 45/12 46/4 46/9<br>46/15 47/12 49/24<br>51/12 51/14 52/20<br>54/12 54/15 55/4 64/3<br>64/17 66/9 66/10<br>66/12 71/18 72/10<br>73/21 73/24 74/6 74/7<br>74/14 75/2 75/6 76/1<br>76/1 76/4 76/17 77/11<br>77/12 79/19 88/25<br>90/14 100/15 100/19<br>105/6 105/20 | <b>whatever</b> [3] 35/15<br>58/3 64/9                                                                                                                                                                                                                                                                                                           | <b>whoever</b> [1] 57/9                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>world</b> [9] 9/6 30/13<br>30/13 39/24 52/17<br>52/23 59/13 87/6 87/8                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>we've</b> [28] 7/3 7/4 7/4<br>7/6 11/4 11/9 21/10<br>28/12 29/11 32/7<br>42/10 47/19 52/2 60/7<br>66/11 67/25 68/4<br>71/10 71/11 73/14<br>75/12 77/6 81/5 81/20<br>82/4 105/4 105/4<br>105/5                                                                                                                                                                                                                                                                                                           | <b>whatnot</b> [1] 46/22                                                                                                                                                                                                                                                                                                                         | <b>whole</b> [7] 40/1 42/12<br>69/12 70/1 87/16<br>93/18 105/5                                                                                                                                                                                                                                                                                                                                                                                                        | <b>would</b> [167]<br><b>wouldn't</b> [7] 23/15<br>36/8 36/10 38/22<br>49/11 65/14 89/19                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>web</b> [1] 101/20                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>when</b> [38] 6/22 11/3<br>11/7 12/12 12/16<br>13/24 15/18 23/10<br>23/22 25/4 25/10 27/6<br>28/8 28/10 31/18<br>36/11 47/13 51/12<br>55/10 57/25 61/21<br>61/24 65/14 68/6<br>68/25 71/17 74/5<br>74/24 75/21 76/8 76/8<br>76/21 76/23 85/13<br>85/14 88/12 97/23<br>103/5                                                                   | <b>whom</b> [1] 57/9                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>wrap</b> [2] 6/8 104/19                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>web-based</b> [1]<br>101/20                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <b>Whenever</b> [1] 4/12                                                                                                                                                                                                                                                                                                                         | <b>whoever</b> [1] 57/9                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>wrap-up</b> [1] 104/19                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>week</b> [1] 5/5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>where</b> [48] 4/19 4/23<br>5/16 9/15 9/16 10/14<br>13/23 15/3 17/22 18/8<br>18/14 20/18 24/25                                                                                                                                                                                                                                                | <b>whole</b> [7] 40/1 42/12<br>69/12 70/1 87/16<br>93/18 105/5                                                                                                                                                                                                                                                                                                                                                                                                        | <b>wrapped</b> [1] 14/5                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>weekends</b> [1] 69/21                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                  | <b>why</b> [19] 7/8 17/5<br>22/2 42/10 44/15<br>53/17 58/15 75/25<br>75/25 77/1 77/6 77/7<br>77/7 81/17 90/24 91/4<br>91/5 91/8 104/1                                                                                                                                                                                                                                                                                                                                 | <b>writing</b> [1] 57/6                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>weeks</b> [1] 85/23                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                  | <b>will</b> [35] 4/8 5/2 5/6<br>5/22 9/13 10/16 14/12<br>45/1 51/15 52/24<br>55/22 60/1 66/6 70/4<br>70/5 70/6 72/6 72/6<br>72/7 75/11 77/5 77/19<br>79/20 80/9 81/9 94/7<br>96/4 96/6 98/13 98/13                                                                                                                                                                                                                                                                    | <b>wrong</b> [1] 52/6                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>well</b> [58] 4/6 4/9 4/10<br>5/2 5/24 7/1 7/6 9/8                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>Y</b>                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>yard</b> [1] 69/22                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>yeah</b> [30] 4/4 26/22<br>28/21 35/2 35/9 36/1<br>36/17 62/14 64/14<br>65/19 67/16 67/19<br>70/11 86/13 86/14<br>87/1 87/16 87/17<br>87/21 89/6 89/9 89/16<br>89/16 89/21 90/11<br>90/20 90/21 96/12<br>104/13 104/17                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>year</b> [2] 6/18 101/18                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>years</b> [13] 8/8 10/1                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |



City of Creve Coeur

To: Mayor and City Council  
 From: Mark Perkins, City Administrator  
 Date: February 21, 2017  
 Re: Capital Improvement Program Update – FY2018-2022

The proposed Capital Improvement Program (CIP) for the five-year period beginning July 1, 2017 is provided herein. This year, the overview of the five-year capital plan includes the Capital Fund, as well as the Police Building Project Fund and its associated Debt Service.

The plan is also being submitted to the Planning and Zoning Commission and Finance Committee for their review and recommendations. A public hearing before the City Council is scheduled for Monday, April 10. As in previous years, input from the public, City staff, and the City's boards, commissions and committees has been considered as part of the CIP update.

## **CAPITAL FUND**

### **Capital Fund Revenues**

The ½ cent capital improvement sales tax is the major funding source for the CIP. Capital sales tax revenues are projected to be \$2,075,000 at the end of the current fiscal year compared to last year's total of \$2,056,301, or an increase of approximately 0.91%. A conservative 1.25% annual increase in sales tax revenue is projected in fiscal years 2018 through 2022.

A General Fund transfer of \$400,000 is proposed for each year. These transfers provide an important supplemental funding source for the City's street program and are possible due to the City's significant fund balance. General Fund transfers to the Capital Fund are made in most years, and are appropriate based on the transportation-oriented revenue sources of the General Fund which include the County road and bridge, and gasoline tax revenues.

The City has been successful in obtaining grant funding for several street and park projects as indicated on the revenue detail on Exhibit A. It is anticipated that we will be able to obtain future grant funding during the course of the five-year program to supplement the plan as presented.

### **Capital Fund Expenditures**

Capital outlay for the next five years ranges from approximately \$2.4 million to \$3.3 million annually. These figures will likely increase as federal transportation funds are secured for certain projects.

Previously, debt service had comprised a significant portion of the City's CIP dollars since the purchase and construction of Millennium Park in 2000. In FY14, the debt was retired, six years ahead of schedule. By paying off this debt early (\$4,250,897), the city saved a considerable amount in interest.

Status updates for FY17 projects and CIP FY18-22 highlights for each major category follow:



### 9501 Building & Improvement Projects

Americans with Disabilities Act Improvement (ADA) / Community Development Block Grant (CDBG) (\$11,875/FY17; \$20,000 FY18-FY22) – FY17 Funds were used for ADA accessibility improvements to sidewalk ramps at the intersection of North New Ballas Road at Old Ballas Road. In FY18, funds have been committed to providing accessibility improvements to the pedestrian signals at two intersections: North New Ballas Road at Studt Avenue and Ladue Road at Spoeede Road. Staff continue to research suitable uses for federal CDBG funds in FY19 and beyond. Application for these funds and commitment to a particular project typically occurs one year prior to the fiscal year in which the funds are spent.

Public Art – Danforth Plant Science Center Bus Shelter (\$4,000/FY16; \$13,740/FY17) – the project was to include the installation of an artist-designed transit shelter on Olive Boulevard outside the Donald Danforth Plant Science Center to further the goals of the Public Art Master Plan. Planning, engineering and began in FY16 & FY17. The project was terminated in FY17 following the development of the “39 North” planning study and science district and possible conflicts between the projects.

Police & Government Center Space Needs/Preliminary Design/Owner Representative (\$31,493/FY16; \$120,000/FY17) – In FY14 (\$17,574) and FY15 (\$43,538), a space analysis and a needs assessment were completed for the Creve Coeur Government Center. In FY17, the City contracted with an owner representative to manage the building project approved by voters with the passage of a bond measure (Prop P) to construct a new Police Department building and to provide security and accessibility improvements to the Government Center building. As a result of the bond passage, a separate Police Building Fund and related debt has been established and discussed separately in this memo.

Public Works Auxiliary Salt Storage Roof (\$60,000/FY17) – In FY15, a concrete mega block salt storage structure was completed to provide additional salt storage to ensure the City has an adequate supply of salt to treat road pavements during winter months. In FY17, an auxiliary structure will be installed to serve as a canopy for the block storage structure to protect the salt from weather.

Government Center Renovations Design (\$250,000/FY19) – Project involves designing renovations to the Creve Coeur Government Center following the Police Department’s move to the new Police Building in December 2018. The project will include the extensive renovations throughout the building, as well as replacement of the electrical service switchgear.

Public Works Facility Security Fence (\$50,000/FY17) – Project includes the construction of a vinyl coated, chain-link fence around the City’s Public Works maintenance facility located at 996 East Rue de la Banque for security.

Police Firing Range Improvements (\$75,000/FY18) – Projects includes the demolition, disposal, and removal of the current target-retrieval system and bullet trap system in the firing range. The existing range was built in 1974 with a shelf life of 15 years. The \$75,000 project cost will be offset with \$20,000 in proceeds from the Police Department drug seizures.

### 9506 Park Development Projects

Park Improvements Grant Match (\$0/FY17-FY22) – In FY16, a Golf Course Needs Assessment was conducted (\$10,418). The assessment established priorities and serves as the basis for future grant applications. Miscellaneous park grant matches normally reflected in this category have been earmarked for specific projects highlighted below.

Golf Course Cart Path/Bridge/Fence Replacement (\$484,350/FY17) – The City was successful in receiving a St. Louis Municipal Park Grant to resurface the asphalt cart paths, replace two of the cart bridges, and replace a portion of the fence at the Creve Coeur Golf Course per the Golf Course Needs Assessment. The project cost will be offset by \$455,150 in grant funding.

Ice Arena Refrigerant Switch-Over Grant Match (\$75,000/FY19) – The Ice Arena cooling system currently uses R-22 refrigerant. Beginning January 1, 2020, the production and importation of R-22 refrigerant is prohibited due to environmental and health risks. Project cost is for a grant match for the cost of transitioning to an alternate cooling system estimated to be \$550,000. An application for a Municipal Park Grant is anticipated in FY18 for implementation in FY19.

Playground Safety Surface Replacement (\$75,000/FY17; \$75,000/FY21) – This project includes the replacement of damaged areas and rejuvenation of the rubberized safety surface beneath the City's playgrounds. The playground at Millennium Park was replaced in FY17. Staff will continue to assess the park with the most-needed surface repairs for the funds slated in FY21.

Golf Course Irrigation System Replacement Grant Match (\$25,200/FY21) – This project includes a 6% grant match to replace existing irrigation system at the Creve Coeur Golf Course estimated to cost \$420,000. The existing system is 41 years old and is becoming unserviceable because of its age. Staff will pursue a grant through the St. Louis Municipal Park Grant Commission in FY21.

Park Bridge Replacement (\$75,007/FY17; \$200,000/FY18) – This project includes the design relating to stream bank protection for a vehicular bridge at Malcom Terrace Park which has significant erosion around its foundation. Construction of the stream bank improvements is planned for FY18.

Park and Dielmann Recreation Complex Parking Lot Repairs (\$13,846/FY17) – Completed in FY17, this project came in under budget (originally budgeted \$25,000) and included the patching, crack sealing, sealing and painting of parking lots at the Dielmann Recreation Complex and Beirne Park.

Ice Arena Office Area Improvements (\$25,000/FY18) – This project involves replacement of a large office window with severe water damage and is not energy efficient, replacing the old office carpet, replacing old florescent light fixtures with LED lights, and replacing the ceiling tile in the Dielmann Recreation Complex Ice Arena office area.

Historic Building Renovation and Preservation (\$30,000/FY18) – This project involves an architectural assessment of the current conditions of two historical log cabins in Conway Park and one historic school house in Lake School Park, as well as recommendations and design specifications for improving and maintaining these buildings in a historically conscious manner. All three buildings have structural and deterioration issues that have progressed beyond routine maintenance.



Tennis Court Repairs (\$50,000/FY18; \$35,000/FY21) – This project involves the repairs to and resurfacing of the tennis courts in the City’s parks in order to maintain the quality necessary for safe and enjoyable play. Improvements are planned for Beirne Park in FY18, Conway Park in FY21 and Lake School Park in FY23 (Future).

Park Trail Improvements Grant Match (\$15,000/FY19) – This project involves resurfacing two asphalt trails and the parking lot at Malcolm Terrace Park. The cost reflects the City’s portion (20%) of a \$75,000 project funded by a federal grant through the Recreational Trails Program. City staff will apply for the grant in FY17 and, if successful, construction would be expected in FY19.

#### 9509 Stormwater Projects

Stormwater Master Plan Projects (\$150,000/FY20; \$150,000/FY22) – The Stormwater Master Plan update completed in 2012 identified several projects to be completed over the next several years. The scope of some stormwater projects is greater than what this program can afford, therefore these projects are listed separately below.

Middlebrook Drive Storm Water Improvements (\$1,673/FY16; \$5,000/FY17; \$250,000/FY18) – Project includes replacing the culvert pipes under Middlebrook Drive and making associated repairs to the roadway. In FY13, \$31,075 was spent for the design for this project. In FY16 & FY17, the project’s plans and easement documents were updated. The project has been identified as a high priority by the Stormwater Committee.

Golf Course Dam Stabilization, Pond Siltation Removal & Control Phase 1 & 2 (Phase 1: \$8,127/FY16; \$225,000/FY17; Phase 2: \$70,000/FY18; \$450,000/FY19) – Phase 1 project included repairing the dam which failed in June 2013, de-silting south pond, and installing a bubbler system into the pond to promote a healthier lake system. The repairs for Phase 1 will be completed in FY17. Phase 2 project involves design (FY18) and construction (FY19) for the removal of existing silt from the northern-most lake, and for a built-in mechanical silt/water separator system to capture future silt so it can be more easily maintained. The entire project has been identified as a high priority by the Stormwater Committee.

Alden Lane Culvert Improvements (\$30,605/FY16; \$210,000/FY17) – Project included the design (FY16) and construction (FY17) of an extension to an existing drainage culvert that carries Alden Lane over a creek. The project had been identified as urgent by the Stormwater Committee.

Emerson Road Culvert and Headwall Improvements (project now included in the scope of Emerson Road Improvement Project) – This project involves the removal and replacement of a failing stone and concrete headwall along the west side of Emerson Road and the replacement of the 30” diameter drainage pipe that runs beneath Emerson Road. The City was recently approved a federal grant for the Emerson Road Improvement Project which includes the culvert and headwall improvements. Design of the project is expected in FY18 with construction in FY20. The project has been identified as a high priority by the Stormwater Committee.

### 9510 Street & Sidewalk Projects

Street and Sidewalk Maintenance Program (\$1,518,000/FY17; \$1,125,000/FY18) – The majority of CIP expenditures are dedicated to preserving the City’s streets and sidewalks through concrete-slab replacement, asphalt overlay, and other preservation techniques. Priorities are guided by the City’s infrastructure management program and street rating system. In FY16, the City had a complete review of the conditions of the City’s pavement network which is used to further assist in prioritization of repairs. \$150,000 in funds planned for FY18 were moved to FY17 in order to condense multiple phases for the Laduemont road work, thereby completing the project more efficiently and timely.

Street Reconstruction (\$326,261/FY17; \$300,000/FY18) – The City maintains a large number of ‘composite’ streets – asphalt over concrete – and these projects often result in extensive reconstruction. In FY17, the City completed the reconstruction of Lakeshore Drive. Several subdivisions are being considered for FY18.

Coeur De Ville Drive Improvements – (\$11,288/FY16; \$666,444/FY17; \$20,000/FY18; \$50,000/FY19) – An engineering design began in FY14 through FY16 (\$66,661 total) with construction beginning in FY17 with completion in FY19. The City secured a federal grant to cover \$419,533 of the project cost. The project involved the partial reconstruction of the City-owned portion of Coeur de Ville between Parc Provence and Royal Valley Drive, as well as sidewalk repairs and accessibility ramps from Olive Boulevard to Ladue Road. Additional plantings would be installed between Coeur De Ville and I-270 including around the MoDOT equipment storage area to expand the visual barrier. The scope of the project expanded in FY17 to include additional sidewalk replacement, prompting the need for a second phase of construction (FY18 & FY19).

Warson Road Improvement Project (\$55,040/FY16; \$32,154/FY17; \$588,000/FY18) – The City was successful in obtaining a federal grant (\$428,000) for an asphalt resurfacing and sidewalk accessibility improvement project from the City’s southern city limits to Olive Boulevard. FY16 reflects design and engineering fees with construction in FY18.

Mason Rd. Sidewalk Infill/Conway Rd. to Olive Blvd. Grant Match (\$10,000/FY17) – The project included a conceptual design for a sidewalk to create a continuous pedestrian route along Mason Road between Clayton Road and Olive Boulevard. Creve Coeur is partnering with St. Louis County and the City of Town & Country on this project, with the intent of pursuing grant funding jointly with these two entities. The grant match has not been included in this five-year CIP plan until the timeline and phasing for this project is better defined.

Emerson Sidewalk Improvement Project (\$43,804/FY16; \$348,542/FY17) –The project includes the addition of a sidewalk along the east side of Emerson Road between Ladue Road and Old Ballas Road. The City has been awarded a federal Transportation Alternatives Program grant that will reimburse the City for up to 80% (\$233,600) of the construction costs associated with the project. The City share represents 20% of the construction cost (\$58,400), 100% of the land acquisition cost (\$15,069), and 100% of the design cost (\$36,594).

Emerson Road Improvement Project (\$65,000/FY18; \$592,000/FY20) – The project includes pavement widening and resurfacing, new curb and gutter, and enclosed stormwater facilities along the City-maintained section of Emerson Road from Old Ballas Road to DeSmet Jesuit High School. FY18 cost is for design and engineering, and the FY20 cost represents construction of the project. The City was successful in receiving a federal grant which will fund up to \$444,000 of the construction costs.



Mosley Road Improvement Project – Phases 1 & 2 Design & Grant Match (\$150,000/FY19; \$50,000/FY20; \$193,000/FY21; \$234,000/FY22) – The project includes completing the preliminary design for Mosley Road and minor widening, slight vertical and horizontal alignment changes where necessary, stormwater improvements, sidewalk accessibility improvements, and pavement resurfacing. A conceptual design was completed for \$84,768 in FY14-16. Costs associated in FY19-22 reflect a grant match (approx. 35%) of the construction and easement cost, plus 100% of the design cost. Staff applied for federal grant in FY17 to assist with the cost for phase 1. The project is phased into two projects in order to be more favorably considered for the grant. The total project cost is estimated to be \$1,477,000.

New Ballas Improvement Project Grant Match Phase 1, Phase 2 and Phase 3 (\$250,000/FY20; \$25,000/FY21; 330,000/FY22; \$695,000/Future) – The entire 3-phase project includes pavement resurfacing, concrete curb and sidewalk replacement, and accessibility improvements along New Ballas Road from Conway Road to Olive Boulevard. Phase 1 includes 100% of the design for all three phases and improvements on New Ballas Road from Conway Road to Ladue Road. Phase 2 includes improvements from Ladue Road to Magna Carta Drive. Phase 3 continues improvements from Magna Carta Drive to Olive Boulevard. Costs for FY20-22 reflect a grant match. The grant match includes 100% of the cost of design in FY20 and 30% of the construction cost (FY21-FY23).

Fernview Drive Resurfacing Design and Grant Match (\$50,000/FY19; \$65,000/FY21) – The project represents a grant match for asphalt pavement resurfacing along Fernview Drive from Gallagher Road to Olive Boulevard. Fernview Drive qualifies for federal grant assistance, which the City is pursuing in FY17 in order to qualify for reimbursement of up to 80% of the construction cost. Sidewalks were not included as part of this project, because further study and public outreach is required to determine the feasibility of adding sidewalks. A separate “future project” has been included in the CIP for Fernview and Bellerive Estates sidewalks.

North New Ballas Road Sidewalk Phase 2A Design & Grant Match (\$20,669/FY17; \$25,000/FY18; \$52,500/FY19) – This project includes the design and construction of a sidewalk along the west side of North New Ballas Road from Ladue Road to DeSmet Jesuit High School. Staff plans to apply for a federal Transportation Alternatives Program grant to fund 70% of the easement acquisition and construction cost of the project.

Craig Road Concept Improvement Plan (\$40,000/FY18) – This project involves engineering design services to develop concept-level improvement plans for Craig Road between Olde Cabin Road and Olive Boulevard. A concept improvement plan provides better understanding of options for roadway and sidewalk improvements and provides a basis for pursuing federal grant assistance.

#### 9516 Capital Equipment

Proposed funding for capital equipment ranges from \$258,642 to \$354,821 per year over the next five years. Only capital equipment with a cost of \$20,000 or more, and a useful life of five years or longer are included in the CIP.

Public Works Equipment (\$235,000/FY17) – All capital equipment approved in FY17 was purchased under budget (\$38,955). Costs and equipment purchases vary and are described in-depth in the 5-year Fleet Replacement Report FY18-22.

Ice Resurfacing Vehicle Replacement (\$156,000/FY18) – Cost to purchase a new electric ice resurfacing vehicle for the Ice Arena. The current, propane-powered Olympia resurfacer is approximately 14 years old and will be used as a back-up for resurfacing in emergencies.

Police Emergency Command Vehicle Replacement (\$27,955/FY17) – Replaced an existing 2010 Chevrolet Tahoe used for the purpose of emergency management and public safety, as well as the daily operations of the Police Department (PD), with a 2016 Ford Interceptor Utility AWD vehicle. PD received approximately \$10,000 trade-in value for the existing vehicle.

Fairway Mower Replacement (\$30,530/FY17) – Purchased a used fairway mower to replace the 13-year old Jacobsen fairway mower for the Creve Coeur Golf Course.

Police LiveScan Biometric Fingerprint Scanner (\$17,000/FY17) – Cost to replace the 15-year old scanner. Current changes in REJIS/CJIS requirements resulted in numerous updates and standards the current machine cannot meet. The purchase will occur in FY17.

### **Capital Fund - Future Project List**

A list of potential projects for a future CIP is included. Future projects are identified as projects with either no available funding or with a scope and/or estimate that has not been fully developed. These projects are *not* part of the five-year CIP, but may warrant future consideration for funding.

### **POLICE BUILDING FUND (PROP P)**

#### **Police Building Fund Revenues**

In November 2016, Creve Coeur residents voted to approve a \$10.69 million bond measure to provide funding to build a new police station on the existing property of the Government Center at 300 N. New Ballas Road. The bonds will be publically sold and revenue received by the City in FY17.

#### **Police Building Fund Expenses**

##### *9501 – Building & Improvement Projects*

Owner's Representative and Project Manager (\$64,282/FY18; \$64,282/FY19; \$64,282/FY20). In FY17, the City retained Paric (Navigate Building Solutions is the subcontractor) to assist with managing the project for the new police building. In FY17, \$120,000 was allocated from the Capital Fund and reimbursement for this cost is projected to be transferred to the Capital Fund from the Police Building Project Fund in FY17. Owner representative fees for the Police Building are set at a total of \$312,846.

Professional Services (\$781,320/FY18; \$405,070/FY19) – This project includes the professional services required for the Police Building Project, including site survey, building design, site layout, permitting, bidding and construction inspection. Design is expected to be completed in FY18 with most of the testing and construction-related consulting in FY19.

Sitework and Building Construction (\$3,935,384/FY18; \$4,325,384/FY19; \$521,059/FY20) – This phase of the project includes the sitework and building construction of the Police Building Project and various accessibility and security improvement to the existing Government Center. Sitework is expected to be



complete in FY18, building construction is expected to complete in FY19; and accessibility, safety and security improvements to the Government Center are anticipated to be in FY20.

Bond Financing (\$135,000/FY17) – Aspects of this project include the necessary service costs associated with issuing and managing the bonds for the project.

## **DEBT SERVICE**

### **Debt Service Revenues**

The debt service revenues associated with the Police Building Fund will be collected from real estate and property taxes for the next 20 years (sunset in 2037). The tax collection revenue and interest from the estimated \$0.08 tax levy is estimated to generate approximately \$3.9 million for FY18-FY22.

### **Debt Service Expenses**

The debt service expenses associated with the Police Building Fund will be paid through the real and property taxes for the next 20 years (sunset in 2037). The debt service expenditures, including interest and principal expenses, are estimated to be approximately \$3.5 million for FY18-FY22.

## **ALL PROJECT DESCRIPTIONS**

Detailed project description sheets for CIP FY18-FY22 description sheets for Future Projects, as well as the information included herein, are available on the City's website [www.creve-coeur.org/cip](http://www.creve-coeur.org/cip).

## **SCHEDULE**

The CIP FY18-FY22 Schedule is located on the following page.

CC: Planning & Zoning Commission, Finance Committee, Arts Committee, Economic Development Committee, Stormwater Committee, Parks & Historic Preservation Committee, Horticulture, Ecology & Beautification Committee, Energy & Environment Committee

## **ATTACHMENTS**

Exhibit A – CIP FY18-FY22 Spreadsheet (Capital Fund & Police Building Fund)

Exhibit B – CIP FY18-FY22 Capital Fund Project Descriptions & Future Project Descriptions; Police Building Fund Project Descriptions

Exhibit C – CIP FY18-FY22 Citizen Recommendations & Staff Responses

Exhibit D – CIP FY13-FY22 Overview Spreadsheet

Exhibit E – Capital Fund Future Project List

**CAPITAL IMPROVEMENT PROGRAM  
FY 2018-2022 SCHEDULE FOR ANNUAL UPDATE**

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|                                        |                                                                                      |
|----------------------------------------|--------------------------------------------------------------------------------------|
| December 1, 2016 –<br>January 17, 2017 | Solicit input from citizens, City committees, and City staff                         |
| January-February 2017                  | Staff research, analysis and compilation                                             |
| February 27, 2017                      | Proposed CIP submitted to City Council, P&Z and Finance<br>City Council Work Session |
| March 6, 2017                          | Planning & Zoning Commission Review                                                  |
| March 7 & 21, 2017                     | Finance Committee Review                                                             |
| March 27, 2016                         | City Council Work Session                                                            |
| April 10, 2017                         | Public Hearing before City Council<br>Possible City Council Approval                 |



Exhibit A

| FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2018-FY2022                               | FY2016<br>BUDGETED | FY2016<br>ACTUAL | FY2017<br>BUDGETED | FY2017<br>PROJECTED | FY2018<br>PROJECTED | FY2019<br>PROJECTED | FY2020<br>PROJECTED | FY2021<br>PROJECTED | FY2022<br>PROJECTED |
|-----------------------------------------------------------------------------------|--------------------|------------------|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| <b>CAPITAL FUND</b>                                                               |                    |                  |                    |                     |                     |                     |                     |                     |                     |
| <b>9501 BUILDING &amp; IMPROVEMENT PROJECTS</b>                                   |                    |                  |                    |                     |                     |                     |                     |                     |                     |
| 02 Accessibility Improvements (CDBG)                                              | 20,000             | 35,698           | 20,000             | 11,875              | 20,000              | 20,000              | 20,000              | 20,000              | 20,000              |
| 13 Public Art - Danforth Plant Science Center Bus Shelter                         | 55,500             | 4,000            | 49,000             | 13,740              | -                   | -                   | -                   | -                   | -                   |
| 15 Police & Government Center Space Needs/Prelim Design/Owner Rep                 | 55,000             | 31,493           | 200,000            | 120,000             | -                   | -                   | -                   | -                   | -                   |
| 18 Public Art - CVS Bus Shelter                                                   | 30,765             | 62,795           | -                  | -                   | -                   | -                   | -                   | -                   | -                   |
| 21 Public Works Auxiliary Salt Storage Roof                                       | -                  | -                | 60,000             | 60,000              | -                   | -                   | -                   | -                   | -                   |
| <b>22 Government Center Renovations (Design)</b>                                  | -                  | -                | -                  | -                   | -                   | <b>250,000</b>      | -                   | -                   | -                   |
| 23 Public Works Facility Security Fence                                           | -                  | -                | 50,000             | 50,000              | -                   | -                   | -                   | -                   | -                   |
| <b>24 Police Firing Range Improvements</b>                                        |                    |                  |                    |                     | <b>75,000</b>       |                     |                     |                     |                     |
| <b>Subtotal</b>                                                                   | <b>161,265</b>     | <b>133,986</b>   | <b>379,000</b>     | <b>255,615</b>      | <b>95,000</b>       | <b>270,000</b>      | <b>20,000</b>       | <b>20,000</b>       | <b>20,000</b>       |
| <b>% of Total Capital Fund Outlay</b>                                             | <b>5%</b>          | <b>5%</b>        | <b>9%</b>          | <b>6%</b>           | <b>3%</b>           | <b>9%</b>           | <b>1%</b>           | <b>1%</b>           | <b>1%</b>           |
| <b>9506 PARK DEVELOPMENT PROJECTS</b>                                             |                    |                  |                    |                     |                     |                     |                     |                     |                     |
| 01 Misc. Park Improvements (Grant Match)                                          | -                  | 10,418           | -                  | -                   | -                   | -                   | -                   | -                   | -                   |
| 06 Golf Course Needs Assessment                                                   | -                  | 7,570            |                    |                     |                     |                     |                     |                     |                     |
| 07 Tappmeyer House Exterior Renovation                                            | -                  | 52,687           | -                  | -                   | -                   | -                   | -                   | -                   | -                   |
| 10 Golf Course Cart Path Replacement (Grant Match)                                | -                  | -                | 21,000             | 484,350             | -                   | -                   | -                   |                     |                     |
| 13 Dielmann Recreation Complex Renovations - Phase 1                              | -                  | 480,878          | -                  | -                   | -                   | -                   | -                   |                     |                     |
| 14 Ice Arena Refrigerant Switch Over (Grant Match)                                | -                  | -                | -                  | -                   | -                   | 75,000              | -                   | -                   | -                   |
| 15 Playground Safety Surface Replacement                                          | -                  | -                | 75,000             | 75,000              | -                   | -                   | -                   | 75,000              | -                   |
| 16 Golf Course Irrigation Replacement (Grant Match)                               | -                  | -                | -                  | -                   | -                   | -                   | -                   | 25,200              | -                   |
| 17 Park Bridge Replacement                                                        | -                  | -                | 75,000             | 75,007              | 200,000             | -                   | -                   | -                   | -                   |
| 18 Park and Dielmann Recreation Complex Parking Lot Repairs                       | -                  | -                | 25,000             | 13,846              | -                   | -                   | -                   | -                   | -                   |
| <b>19 Ice Arena Office Area Improvements</b>                                      |                    |                  |                    |                     | <b>25,000</b>       | -                   | -                   | -                   | -                   |
| <b>20 Historic Building Rehabilitation and Preservation</b>                       |                    |                  |                    |                     | <b>30,000</b>       | -                   | -                   | -                   | -                   |
| <b>21 Tennis Court Repairs</b>                                                    |                    |                  |                    |                     | <b>50,000</b>       | -                   | -                   | <b>35,000</b>       | -                   |
| <b>22 Park Trail Improvements (Grant Match)</b>                                   |                    |                  |                    |                     | -                   | <b>15,000</b>       | -                   | -                   | -                   |
| <b>Subtotal</b>                                                                   | <b>-</b>           | <b>551,553</b>   | <b>196,000</b>     | <b>648,203</b>      | <b>305,000</b>      | <b>90,000</b>       | <b>-</b>            | <b>135,200</b>      | <b>-</b>            |
| <b>% of Total Capital Fund Outlay</b>                                             | <b>0%</b>          | <b>22%</b>       | <b>5%</b>          | <b>14%</b>          | <b>9%</b>           | <b>3%</b>           | <b>0%</b>           | <b>5%</b>           | <b>0%</b>           |
| <b>9509 STORMWATER PROJECTS</b>                                                   |                    |                  |                    |                     |                     |                     |                     |                     |                     |
| 01 Stormwater Improvements Per Master Plan                                        | -                  | -                | -                  | -                   | -                   | -                   | 150,000             | -                   | 150,000             |
| 04 Middlebrook Drive Stormwater Improvements                                      | -                  | 1,673            | 5,000              | 5,000               | 250,000             | -                   | -                   | -                   | -                   |
| 10 Golf Course Dam Stabilization, Pond Siltation Removal & Control (Phase I & II) | 500,000            | 8,127            | 225,000            | 225,000             | 70,000              | 450,000             | -                   | -                   | -                   |
| 11 Alden Lane Culvert Improvements                                                | -                  | 30,605           | 210,000            | 210,000             | -                   | -                   | -                   | -                   | -                   |
| 12 Emerson Road Culvert and Headwall Improvements                                 | -                  | -                | 20,000             | -                   | -                   | -                   | -                   | -                   | -                   |
| <b>Subtotal</b>                                                                   | <b>500,000</b>     | <b>40,405</b>    | <b>460,000</b>     | <b>440,000</b>      | <b>320,000</b>      | <b>450,000</b>      | <b>150,000</b>      | <b>-</b>            | <b>150,000</b>      |
| <b>% of Total Capital Fund Outlay</b>                                             | <b>16%</b>         | <b>2%</b>        | <b>11%</b>         | <b>10%</b>          | <b>10%</b>          | <b>15%</b>          | <b>5%</b>           | <b>0%</b>           | <b>5%</b>           |

Attachment: Exhibit A CIP FY18-22 Spreadsheet as of 2017-02-22 (2334 : Capital Improvement Program Update ? FY2018-2022)

Exhibit A

| FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2018-FY2022                              | FY2016<br>BUDGETED | FY2016<br>ACTUAL | FY2017<br>BUDGETED | FY2017<br>PROJECTED | FY2018<br>PROJECTED | FY2019<br>PROJECTED | FY2020<br>PROJECTED | FY2021<br>PROJECTED | FY2022<br>PROJECTED |
|----------------------------------------------------------------------------------|--------------------|------------------|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| <b>9510 STREET &amp; SIDEWALK IMPROVEMENTS</b>                                   |                    |                  |                    |                     |                     |                     |                     |                     |                     |
| 01 Street and Sidewalk Maintenance Program                                       | 1,100,000          | 934,077          | 1,133,000          | 1,518,000           | 1,125,000           | 1,313,250           | 1,352,648           | 1,393,200           | 1,435,000           |
| 02 Street Reconstruction Program                                                 | 350,000            | 428,471          | 350,000            | 326,261             | 300,000             | 300,000             | 300,000             | 300,000             | 300,000             |
| 15 Graeser Road Resurfacing                                                      | -                  | 12,304           | -                  | -                   | -                   | -                   | -                   | -                   | -                   |
| 19 Olive Blvd. Sidewalk - Mason West Engineering                                 | 80,000             | -                | -                  | -                   | -                   | -                   | -                   | -                   | -                   |
| 20 Coeur De Ville Drive Improvements                                             | 655,000            | 11,288           | 675,000            | 666,444             | 20,000              | 50,000              | -                   | -                   | -                   |
| 21 Warson Road Improvement Project                                               | 55,000             | 55,040           | 258,194            | 32,154              | 588,000             | -                   | -                   | -                   | -                   |
| 23 Mason Rd Sidewalk Infill/Conway to Olive (Design)                             | -                  | -                | -                  | 10,000              | -                   | -                   | -                   | -                   | -                   |
| 25 Emerson Sidewalk Improvement Project (Grant 80% of Construction)              | 20,178             | 43,804           | 292,000            | 348,542             | -                   | -                   | -                   | -                   | -                   |
| 26 Emerson Road Improvement Project                                              | -                  | -                | -                  | -                   | 65,000              | -                   | 592,000             | -                   | -                   |
| 27 Mosley Road Improvement Project - (Design & Grant Match)                      | -                  | 7,549            | -                  | -                   | -                   | 150,000             | 50,000              | 193,000             | 234,000             |
| 28 New Ballas Road Improvement Project - Phase 1, 2 & 3 (Design & Grant Match)   | -                  | -                | -                  | -                   | -                   | -                   | 250,000             | 25,000              | 330,000             |
| 29 Fernview Drive Resurfacing (Design & Grant Match)                             | -                  | -                | -                  | -                   | -                   | 50,000              | -                   | 65,000              | -                   |
| <b>30 North New Ballas Road Phase 2A (Design and Grant Match)</b>                |                    |                  |                    | <b>20,669</b>       | <b>25,000</b>       | <b>52,500</b>       | -                   | -                   | -                   |
| <b>31 Craig Road Concept Plan</b>                                                |                    |                  |                    | -                   | <b>40,000</b>       | -                   | -                   | -                   | -                   |
| <b>Subtotal</b>                                                                  | <b>2,260,178</b>   | <b>1,492,533</b> | <b>2,708,194</b>   | <b>2,922,070</b>    | <b>2,163,000</b>    | <b>1,915,750</b>    | <b>2,544,648</b>    | <b>1,976,200</b>    | <b>2,299,000</b>    |
| <b>% of Total Capital Fund Outlay</b>                                            | <b>71%</b>         | <b>59%</b>       | <b>66%</b>         | <b>64%</b>          | <b>64%</b>          | <b>64%</b>          | <b>85%</b>          | <b>79%</b>          | <b>84%</b>          |
| <b>New Projects in Bold</b>                                                      |                    |                  |                    |                     |                     |                     |                     |                     |                     |
| <b>9516 CAPITAL EQUIPMENT</b>                                                    |                    |                  |                    |                     |                     |                     |                     |                     |                     |
| 01 Public Works Capital Equipment                                                | 251,905            | 259,948          | 273,955            | 235,000             | 328,638             | 279,186             | 279,695             | 354,821             | 258,642             |
| 02 Telephone/Voice Recording System                                              | -                  | 65,762           | -                  | -                   | -                   | -                   | -                   | -                   | -                   |
| 03 Ice Resurfacing Vehicle Replacement                                           | -                  | -                | -                  | -                   | 156,000             | -                   | -                   | -                   | -                   |
| 04 Police Emergency Command Vehicle Replacement                                  | -                  | -                | 28,000             | 27,995              | -                   | -                   | -                   | -                   | -                   |
| 06 Fairway Mower                                                                 | -                  | -                | 35,000             | 30,530              | -                   | -                   | -                   | -                   | -                   |
| 07 Police LiveScan Fingerprint Scanner                                           | -                  | -                | 38,000             | 17,000              | -                   | -                   | -                   | -                   | -                   |
| <b>Subtotal</b>                                                                  | <b>251,905</b>     | <b>325,710</b>   | <b>374,955</b>     | <b>310,525</b>      | <b>484,638</b>      | <b>279,186</b>      | <b>279,695</b>      | <b>354,821</b>      | <b>258,642</b>      |
| <b>% of Total Capital Fund Outlay</b>                                            | <b>8%</b>          | <b>13%</b>       | <b>9%</b>          | <b>7%</b>           | <b>14%</b>          | <b>9%</b>           | <b>9%</b>           | <b>14%</b>          | <b>9%</b>           |
| <b>TOTAL CAPITAL FUND OUTLAY</b>                                                 | <b>3,173,348</b>   | <b>2,544,187</b> | <b>4,118,149</b>   | <b>4,576,413</b>    | <b>3,367,638</b>    | <b>3,004,936</b>    | <b>2,994,343</b>    | <b>2,486,221</b>    | <b>2,727,642</b>    |
| <b>9514 DEBT SERVICE</b>                                                         |                    |                  |                    |                     |                     |                     |                     |                     |                     |
| N/A                                                                              | -                  | -                | -                  | -                   | -                   | -                   | -                   | -                   | -                   |
| <b>Subtotal</b>                                                                  | <b>-</b>           | <b>-</b>         | <b>-</b>           | <b>-</b>            | <b>-</b>            | <b>-</b>            | <b>-</b>            | <b>-</b>            | <b>-</b>            |
| <b>% of Total Year End Figures</b>                                               | <b>0%</b>          | <b>0%</b>        | <b>0%</b>          | <b>0%</b>           | <b>0%</b>           | <b>0%</b>           | <b>0%</b>           | <b>0%</b>           | <b>0%</b>           |
| <b>TOTAL YEAR END FIGURES (Capital Outlay &amp; Debt Service) - CAPITAL FUND</b> | <b>3,173,348</b>   | <b>2,544,187</b> | <b>4,118,149</b>   | <b>4,576,413</b>    | <b>3,367,638</b>    | <b>3,004,936</b>    | <b>2,994,343</b>    | <b>2,486,221</b>    | <b>2,727,642</b>    |

Attachment: Exhibit A CIP FY18-22 Spreadsheet as of 2017-02-22 (2334 : Capital Improvement Program Update ? FY2018-2022)



Exhibit A

| FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2018-FY2022                   | FY2016<br>BUDGETED | FY2016<br>ACTUAL | FY2017<br>BUDGETED | FY2017<br>PROJECTED | FY2018<br>PROJECTED | FY2019<br>PROJECTED | FY2020<br>PROJECTED | FY2021<br>PROJECTED | FY2022<br>PROJECTED |
|-----------------------------------------------------------------------|--------------------|------------------|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| <b>CAPITAL FUND REVENUES</b>                                          |                    |                  |                    |                     |                     |                     |                     |                     |                     |
| Beginning Fund Balance (estimated Cash Basis as of July 1)            | 1,281,621          | 1,326,656        | 1,677,657          | 1,882,607           | 1,054,543           | 629,480             | 202,925             | 256,042             | 401,294             |
| Estimated Capital Improvement Sales Tax Revenue (1/2 Cent)            | 2,100,938          | 2,056,301        | 2,082,005          | 2,075,000           | 2,108,030           | 2,134,380           | 2,161,060           | 2,188,073           | 2,215,424           |
| Estimated Interest Revenue                                            | 4,000              | 1,092            | 1,500              | 1,500               | 7,500               | 4,000               | 2,400               | 3,400               | 3,800               |
| Est. Addtnl Revenue (Outside agencies, grants, reimbursement & other) | 906,533            | 627,305          | 823,764            | 1,245,989           | 407,045             | 20,000              | 464,000             | 20,000              | 20,000              |
| Proceeds from Equipment Sales                                         | 24,000             | 15,440           | 20,000             | 25,860              | 20,000              | 20,000              | 20,000              | 20,000              | 20,000              |
| General Fund Transfers In                                             | 400,000            | 400,000          | 400,000            | 400,000             | 400,000             | 400,000             | 400,000             | 400,000             | 400,000             |
| <b>Total Revenues &amp; General Fund Transfers In - Capital Fund</b>  | <b>3,435,471</b>   | <b>3,100,138</b> | <b>3,327,269</b>   | <b>3,748,349</b>    | <b>2,942,575</b>    | <b>2,578,380</b>    | <b>3,047,460</b>    | <b>2,631,473</b>    | <b>2,659,224</b>    |
| <b>Total Anticipated Year End Expenditures</b>                        | <b>3,173,348</b>   | <b>2,544,187</b> | <b>4,118,149</b>   | <b>4,576,413</b>    | <b>3,367,638</b>    | <b>3,004,936</b>    | <b>2,994,343</b>    | <b>2,486,221</b>    | <b>2,727,642</b>    |
| <b>Ending Fund Balance (Cash Basis) - Capital Fund</b>                | <b>1,543,744</b>   | <b>1,882,607</b> | <b>886,777</b>     | <b>1,054,543</b>    | <b>629,480</b>      | <b>202,925</b>      | <b>256,042</b>      | <b>401,294</b>      | <b>332,877</b>      |

|                                                                              |                |                |                |                  |                |               |                |               |               |
|------------------------------------------------------------------------------|----------------|----------------|----------------|------------------|----------------|---------------|----------------|---------------|---------------|
| <b>ESTIMATED ADDITIONAL CAPITAL FUND REVENUE (FUNDING SOURCES)</b>           |                |                |                |                  |                |               |                |               |               |
| Community Development Block Grants for ADA Improvements                      | 20,000         | 35,337         | 20,000         | 11,875           | 20,000         | 20,000        | 20,000         | 20,000        | 20,000        |
| STL County Muni Parks Grant / Dielmann Recreation Complex Renovations        | 475,000        | 458,137        | -              | -                | -              | -             | -              | -             | -             |
| STL County Muni Parks Grant / Golf Course Needs Assessment                   | -              | 6,056          |                |                  |                |               |                |               |               |
| Public Art Bus Shelter - Developer Contribution                              | -              | 34,500         |                |                  |                |               |                |               |               |
| Coeur de Ville Drive Resurface STP-S Grant                                   | 367,533        | 3,642          | 363,609        | 363,609          | -              | -             | -              | -             | -             |
| Warson Road Improvement Project STP-S Grant                                  | 44,000         | -              | 206,555        | 61,755           | 367,045        | -             | -              | -             | -             |
| Emerson Sidewalk Improvement Project TAP Grant                               | -              | -              | 233,600        | 233,600          | -              | -             | -              | -             | -             |
| Credit Missouri American Water Reimbursement                                 | -              | 89,633         | -              | -                | -              | -             | -              | -             | -             |
| <b>STL County Muni Park Grant / Cart Path and Bridge Improvements</b>        |                |                |                | <b>455,150</b>   | -              | -             | -              | -             | -             |
| <b>Capital Fund Reimbursement from Police Building Project Fund (Prop P)</b> |                |                |                | <b>120,000</b>   | -              | -             | -              | -             | -             |
| <b>Emerson Road Improvement Project STP-S Grant</b>                          |                |                |                |                  | -              | -             | <b>444,000</b> | -             | -             |
| <b>Proceeds from Police Department Drug Seizures</b>                         |                |                |                | -                | <b>20,000</b>  | -             | -              | -             | -             |
| <b>Subtotal</b>                                                              | <b>906,533</b> | <b>627,305</b> | <b>823,764</b> | <b>1,245,989</b> | <b>407,045</b> | <b>20,000</b> | <b>464,000</b> | <b>20,000</b> | <b>20,000</b> |

*New projects in bold*

Attachment: Exhibit A CIP FY18-22 Spreadsheet as of 2017-02-22 (2334 : Capital Improvement Program Update ? FY2018-2022)

Exhibit A

| FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2018-FY2022                                         | FY2016<br>BUDGETED         | FY2016<br>ACTUAL         | FY2017<br>BUDGETED         | FY2017<br>PROJECTED         | FY2018<br>PROJECTED         | FY2019<br>PROJECTED         | FY2020<br>PROJECTED         | FY2021<br>PROJECTED         | FY2022<br>PROJECTED         |
|---------------------------------------------------------------------------------------------|----------------------------|--------------------------|----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| <b>POLICE BUILDING PROJECT FUND (PROP P)</b>                                                |                            |                          |                            |                             |                             |                             |                             |                             |                             |
| Beginning Fund Balance (estimated Cash Basis as of July 1)                                  |                            |                          | -                          | -                           | 10,435,000                  | 5,734,514                   | 973,378                     | 394,937                     | 398,887                     |
| Estimated Bond Proceeds                                                                     |                            |                          | -                          | 10,690,000                  |                             | -                           | -                           | -                           | -                           |
| Estimated Interest Revenue                                                                  |                            |                          | -                          | -                           | 80,500                      | 33,600                      | 6,900                       | 3,950                       | 3,950                       |
| Transfers In                                                                                |                            |                          | -                          | -                           | -                           | -                           | -                           | -                           | -                           |
| Total Revenues & Transfers In                                                               |                            |                          | -                          | 10,690,000                  | 80,500                      | 33,600                      | 6,900                       | 3,950                       | 3,950                       |
|                                                                                             |                            |                          |                            |                             |                             |                             |                             |                             |                             |
| <b>9501 BUILDING &amp; IMPROVEMENT PROJECTS</b>                                             |                            |                          |                            |                             |                             |                             |                             |                             |                             |
| 01 Owner's Representative and Project Manager                                               |                            |                          | -                          | -                           | 64,282                      | 64,282                      | 64,282                      | -                           | -                           |
| 02 Professional Services                                                                    |                            |                          |                            | -                           | 781,320                     | 405,070                     |                             |                             |                             |
| 03 Sitework and Building Construction                                                       |                            |                          |                            | -                           | 3,935,384                   | 4,325,384                   | 521,059                     |                             |                             |
| 04 Bond Financing                                                                           |                            |                          | -                          | 135,000                     | -                           | -                           | -                           | -                           | -                           |
| Transfers Out                                                                               |                            |                          | -                          | 120,000                     | -                           | -                           | -                           | -                           | -                           |
| Total Anticipated Year End Expenditures & Transfers                                         |                            |                          | -                          | 255,000                     | 4,780,986                   | 4,794,736                   | 585,341                     | -                           | -                           |
| Ending Fund Balance (Cash Basis) - Police Building Project Fund (Prop P)                    |                            |                          | -                          | 10,435,000                  | 5,734,514                   | 973,378                     | 394,937                     | 398,887                     | 402,837                     |
|                                                                                             |                            |                          |                            |                             |                             |                             |                             |                             |                             |
| <b>9514 DEBT SERVICE (PROP P) REVENUES</b>                                                  |                            |                          |                            |                             |                             |                             |                             |                             |                             |
| Beginning Fund Balance (estimated Cash Basis as of July 1)                                  |                            |                          |                            | -                           | -                           | 200,665                     | 251,121                     | 305,072                     | 360,233                     |
| Estimated Property Tax Collection Revenue                                                   |                            |                          |                            | -                           | 769,471                     | 769,471                     | 777,166                     | 777,166                     | 784,937                     |
| Estimated Interest Revenue                                                                  |                            |                          |                            | -                           | 400                         | 2,500                       | 3,100                       | 3,750                       | 4,200                       |
| Total Anticipated Revenues                                                                  |                            |                          |                            | -                           | 769,871                     | 771,971                     | 780,266                     | 780,916                     | 789,137                     |
|                                                                                             |                            |                          |                            |                             |                             |                             |                             |                             |                             |
| <b>9514 DEBT SERVICE (PROP P) EXPENSES</b>                                                  |                            |                          |                            |                             |                             |                             |                             |                             |                             |
| Estimated Expenditures                                                                      |                            |                          |                            | -                           | -                           | -                           | -                           | -                           | -                           |
| Estimated Interest Expenses                                                                 |                            |                          |                            | -                           | 259,206                     | 296,515                     | 286,315                     | 275,755                     | 264,955                     |
| Estimated Principal Expenses                                                                |                            |                          |                            | -                           | 310,000                     | 425,000                     | 440,000                     | 450,000                     | 460,000                     |
| Total Anticipated Expenditures                                                              |                            |                          |                            | -                           | 569,206                     | 721,515                     | 726,315                     | 725,755                     | 724,955                     |
| Ending Cash Balance                                                                         |                            |                          |                            | -                           | 200,665                     | 251,121                     | 305,072                     | 360,233                     | 424,415                     |
|                                                                                             |                            |                          |                            |                             |                             |                             |                             |                             |                             |
| <b>TOTAL COMBINED CAPITAL PROGRAM<br/>(CAPITAL FUND &amp; POLICE BUILDING PROJECT FUND)</b> | <b>FY2016<br/>BUDGETED</b> | <b>FY2016<br/>ACTUAL</b> | <b>FY2017<br/>BUDGETED</b> | <b>FY2017<br/>PROJECTED</b> | <b>FY2018<br/>PROJECTED</b> | <b>FY2019<br/>PROJECTED</b> | <b>FY2020<br/>PROJECTED</b> | <b>FY2021<br/>PROJECTED</b> | <b>FY2022<br/>PROJECTED</b> |
| Total Combined Revenues & Transfers In                                                      | 3,435,471                  | 3,100,138                | 3,327,269                  | 14,438,349                  | 3,792,946                   | 3,383,951                   | 3,834,626                   | 3,416,339                   | 3,452,311                   |
| Total Combined Anticipated Year End Expenditures & Transfers                                | 3,173,348                  | 2,544,187                | 4,118,149                  | 4,831,413                   | 8,717,830                   | 8,521,187                   | 4,305,999                   | 3,211,976                   | 3,452,597                   |
| Ending Fund Balance (Cash Basis) - All Capital Funds                                        | 1,543,744                  | 1,882,607                | 886,777                    | 11,489,543                  | 6,564,659                   | 1,427,424                   | 956,051                     | 1,160,414                   | 1,160,129                   |

Attachment: Exhibit A CIP FY18-22 Spreadsheet as of 2017-02-22 (2334 : Capital Improvement Program Update ? FY2018-2022)



# **CITY OF CREVE COEUR**

## **FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**

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**CAPITAL FUND**

**POLICE BUILDING PROJECT FUND**

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**FISCAL YEARS 2018-2022**



# **EXECUTIVE SUMMARY**

## **FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**

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**CAPITAL FUND**

**POLICE BUILDING PROJECT FUND**

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**FISCAL YEARS 2018-2022**





## EXECUTIVE SUMMARY

The Capital Improvement Program (CIP) is the City's long-range plan for improvements to infrastructure, parks, and other community facilities. The CIP is a tool to assess the long-term capital needs, values, and desires of the City and to establish funding of high-priority projects in a timely, cost-effective manner. This plan is a living document and is subject to amendment by the City Council.

The CIP is intended to ensure that policy makers are responsible to the citizens of Creve Coeur with respect to the expenditure of City funds for capital improvements.

To be eligible for the CIP, projects or equipment must have a useful life of at least five years and a minimum cost of \$20,000.

### CIP Goals

The following are goals of the CIP:

- Provide a planned replacement of deteriorating infrastructure
- Repair deteriorated infrastructure
- Improve operational or functional aspects of existing infrastructure
- Add new facilities and improve the community's infrastructure to enhance the quality of life in Creve Coeur
- Provide for planned replacement of major equipment required for City operations

### Relationship between the CIP and the proposed 2030 Comprehensive Plan

Text from the proposed 2030 Comprehensive Plan: *"Within the Creve Coeur 2030 Comprehensive Plan Update, many projects are identified or implied, as specific projects or as conceptual ideas. These projects and others, resulting from recommendations of the Comprehensive Plan, should be developed and incorporated in the City's annual CIP review process. Further detail and refinement of identified and conceptual projects, facilities, or infrastructure improvement needs will be required as the implementation of the Comprehensive Plan occurs."*

### CIP Criteria

A special set of criteria has been identified to assist in assessing and prioritizing CIP projects. Proposed projects reflect the goals of the Comprehensive Plan through their demonstration of these criteria:

- *Public Safety*: focused on preserving and protecting the general public from harm and reducing risk exposure
- *Condition of Existing Facility*: maintaining City infrastructure and facilities in a serviceable condition

- *Operating Efficiency*: equipment or facilities improvements to streamline work processes or benefit from technological advancements; projects which reduce the cost of operations will receive priority. Projects which increase the cost of operations shall have identified trade-offs to support those additional costs
- *Citizen Demand*: level of demonstrated citizen support or demand, including support of City boards, committees and commissions
- *Economic Growth*: projects focused on attracting businesses, residents or visitors to the City
- *Protection & Conservation*: improvements to park system or historical landmarks for future generations or reduce environmental impact
- *Beautification*: aesthetic improvements to natural habitats or frequently traveled or visited areas within the City for public enjoyment such as the use of public art on public lands
- *Coordination (projects, regulations, City-adopted plans)*: coordination between multiple projects or agencies to reduce costs or minimize disruption to services, meet state or federal law requirements, or identified in other City-adopted plans
- *Availability of Outside Funding*: projects that are likely to be considered for grant funding or shared cost programs

### Development and Adoption of the CIP

By City charter, a five-year CIP is proposed by the City Administrator to the City Council, no later than the second regular meeting in February of each year.

Prior to submittal to the City Council, public input is obtained through the City newsletter, website, and City boards, committees, and commissions. Prior to the City Council adoption and as required by City charter, the plan is submitted to the Finance Committee for recommendations and comments. The Planning & Zoning Commission also reviews the plan emphasizing the location, extent, and character of the proposed projects prior to City Council review, approval, and adoption. A public hearing is held by the City Council annually in March or April, prior to adoption.

The CIP includes a description of each project with details regarding justification, cost estimate, operating and maintenance budget impact, and funding sources.

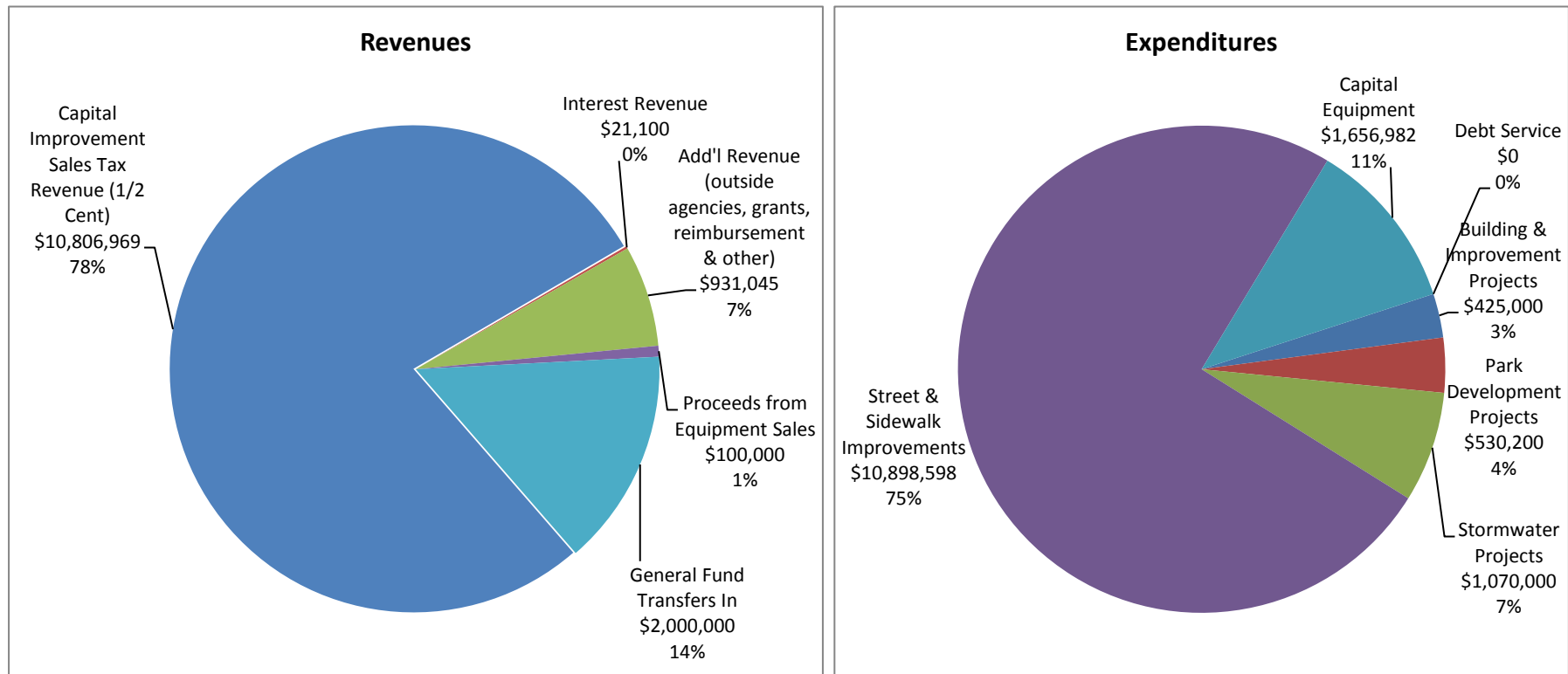
### 2018-2022 CIP Overview

#### Capital Fund

Over the next five years, the projected revenues for capital projects total approximately \$13.8 million. The 1/2 cent Capital Improvement Sales Tax serves as the primary funding source. The balance is covered by grants and transfers from the general fund. The total cost of capital projects over the next five years is estimated at \$14.5 million. Several projects in the five-year CIP include grant matches and are noted accordingly on project sheets. If the City receives approval for a specified grant, the total associated expenses and revenues will be reflected in future applicable CIP years.



### Capital Fund Revenues and Expenses by Category for FY2018 - FY2022



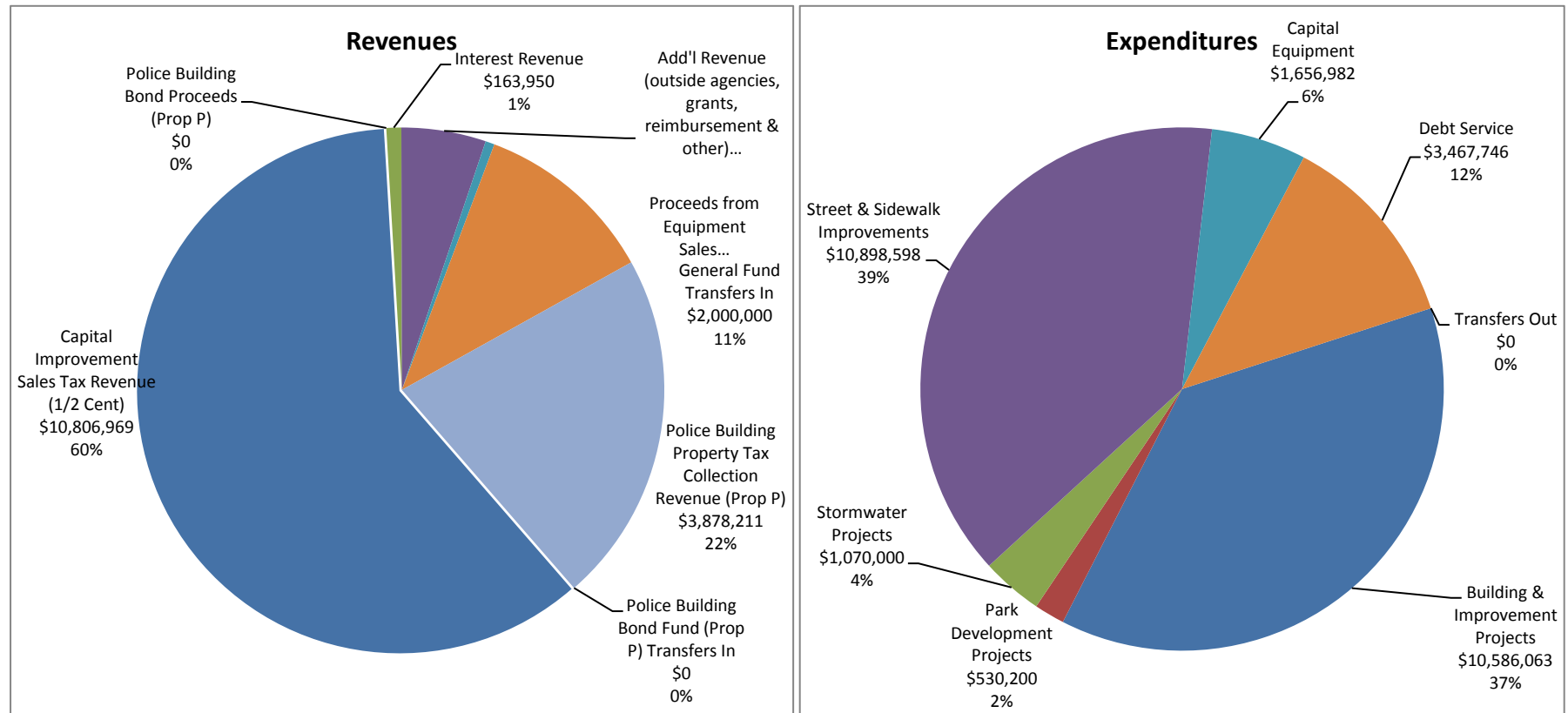
#### Police Building Fund (Prop P)

On November 8, 2016, Creve Coeur voters approved a ballot measure authorizing the issuance of general obligation bonds of \$10.69 million for the purpose of constructing, furnishing and equipping a new police station on the existing government center property and making safety, security and accessibility renovations to the existing government center. At this writing, the sale of the bonds and revenue to the City is anticipated to occur in FY17. The expenses for the police station and improvements to the existing government center will occur in FY18-FY22. The debt service for Prop P will be paid through a real estate and personal property tax levy for the next 20 years and is anticipated to sunset in 2037.

## Combined Capital Fund and Police Building Fund

Over the next five years, the total projected revenues for capital projects in both the Capital and the Police Building funds are estimated to be approximately \$17.8 million. The 1/2 cent Capital Improvement Sales Tax and the Police Building Property Tax Collection serve as the primary funding sources for FY18-FY22. The total combined projected expenses for capital projects over the next five years is estimated at \$28.2 million.

### Combined Capital Fund & Police Building Fund Revenues and Expenses by Category for FY2018 - FY2022



\*Bond proceeds for the Police Building Fund are anticipated to occur in FY17 and therefore are not reflected in FY18-FY22 total revenues.

For more information about the CIP, contact Sharon Stott, Assistant to the City Administrator at [sstott@crevecoeurmo.gov](mailto:sstott@crevecoeurmo.gov) or (314) 872-2516.



# **CAPITAL FUND PROJECTS**

## **FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**

### **FISCAL YEARS 2018-2022**



**CAPITAL FUND****9501 – BUILDING & IMPROVEMENT PROJECTS**

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**CAPITAL FUND**

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**FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM****FISCAL YEARS 2018-2022**



## 9501 BUILDING &amp; IMPROVEMENT PROJECTS – 02

## ACCESSIBILITY IMPROVEMENTS (CDBG)

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |          |          |          |          |          |        |
|--------------------|------------------------|------------|-------------------------------|----------|----------|----------|----------|----------|--------|
|                    |                        |            | Prior Years                   | FY 2018  | FY 2019  | FY 2020  | FY 2021  | FY 2022  | Future |
| \$20,000           | \$20,000               | \$0        | \$11,875                      | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$20,000 |        |

**Project Description:**

In FY2018, approximately \$20,000 of Community Development Block Grant (CDBG) funds have been committed to providing accessibility improvements to the pedestrian signals at two intersections: North New Ballas Road at Studt Avenue and Ladue Road at Spoede Road. This project follows recent efforts to improve pedestrian accessibility along North New Ballas Road and Ladue Road.

**Existing Condition:**

Projects are designed to improve facilities that are out of compliance with the current Americans with Disabilities Act (ADA) regulations.

**Justification:** *Public safety; Coordination; Availability of Outside Funding*

Each project seeks to improve ADA compliance through accessibility improvements to government facilities and along public pedestrian routes. The focus of these projects is to provide public safety as well as to upgrade existing facilities.

**Operating Budget Impact:**

None. Projects that are undertaken as part of this program are relatively small in scope, and the City typically receives 100% reimbursement for the project costs through the CDBG federal grant.

**Comments:**

The City is designating this funding with the anticipation of receiving grant funding in the amount of \$20,000 from the CDBG Commission. This is an annual grant available to municipalities to address accessibility projects. Scheduling of this project is subject to a successful grant application and availability of grant funding.

The funding shown in Prior Years reflects improvements to the intersection of North New Ballas Road and Old Ballas Road. Not all of the FY2017 grant was used, because the planned improvements to the intersection of Olive Boulevard and Tempo Drive became a project that was beyond the scope of this grant. The fund balance from FY2017 will be available for work in FY2018.

**Expenditure Type:**

|                                |           |               |
|--------------------------------|-----------|---------------|
| Planning, Design & Engineering | \$        |               |
| Land Acquisition               | \$        |               |
| Construction                   | \$        | 20,000        |
| Equipment                      | \$        |               |
| Other                          | \$        |               |
| <b>Annual Total</b>            | <b>\$</b> | <b>20,000</b> |

## 9501 BUILDING &amp; IMPROVEMENT PROJECTS - 15

## POLICE AND GOVERNMENT CENTER FACILITIES

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |        |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | Future |
| \$212,605          | \$0                    | \$212,605  | \$212,605                     | \$0     | \$0     | \$0     | \$0     | \$0     | \$0    |

**Project Description:**

This project includes a space-needs analysis and preliminary design for various accessibility, security, aesthetic, and functional improvements throughout the Government Center, including the Police Department, Council Chamber, lobby, community center, storage space, and offices. Designs will include estimates for engineering and construction. These studies resulted in "Proposition P" to fund a new Police Department building that voters approved in November 2016 (FY2017). Improvements associated with Proposition P are included as the "Police Building Project Fund" in the Capital Improvement Plan.

**Existing Condition:**

The Government Center, which was initially built in the 1940's and was renovated in the late 1980's, is dated and worn. Accessibility, security, functionality, and appearance can be improved throughout the building.

**Justification:** *Public Safety; Coordination; Operating Efficiency; Condition of Existing Facility*

The project evaluated the condition of the existing Government Center facility, including public safety, accessibility, use of space, functionality, ergonomics, use of technology, aesthetic appeal, and operating efficiency.

**Operating Budget Impact:**

This project involved studies and designs which have had no impact on the operating budget. However, when that actual construction takes place following the relocation of the Police Department to their new building, these studies will influence improvements that will include energy efficiency elements as well as helping to reduce day-to-day maintenance costs.

**Comments:**

This project involved the Space Analysis, Needs Assessment, and Preliminary Designs based on those studies. \$120,000 in design funds from FY2017 were spent to hire the Owner's Representative for the Police Building Project. These funds will be refunded to the Capital Fund from the Police Building Project Fund in FY2017.

**Expenditure Type:**

|                                |                   |
|--------------------------------|-------------------|
| Planning, Design & Engineering | \$ 212,605        |
| Land Acquisition               | \$                |
| Construction                   | \$                |
| Equipment                      | \$                |
| Other                          | \$                |
| <b>Total</b>                   | <b>\$ 212,605</b> |



## 9501 BUILDING &amp; IMPROVEMENTS - 22

## GOVERNMENT CENTER RENOVATIONS (DESIGN)

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |           |         |         |         |        |
|--------------------|------------------------|------------|-------------------------------|---------|-----------|---------|---------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018 | FY 2019   | FY 2020 | FY 2021 | FY 2022 | Future |
| \$250,000          | \$0                    | \$250,000  | \$0                           | \$0     | \$250,000 | \$0     | \$0     | \$0     | \$0    |

**Project Description:**

This project involves designing renovations to the Creve Coeur Government Center following the Police Department's move to the new Police Building. The design is expected to include modifications to the City Council chamber, employee work spaces, and building equipment, such as the electrical service switchgear.

**Existing Condition:**

The Creve Coeur Government Center has inadequate space for staff, meetings, archives, and storage. The existing Police Department and the rest of the Government Center will require extensive renovations to move departments to more accessible locations and to make the Government Center more helpful and useful.

**Justification:** *Operating Efficiency; Condition of Existing Facility*

Renovation of the Government Center will require careful design in order to create a building layout that promotes efficient and effective service to the City's residents.

**Operating Budget Impact:**

None.

**Comments:**

Construction funds will be programmed in the appropriate fiscal years as the renovation plans become more clearly defined.

**Expenditure Type:**

|                                |                   |
|--------------------------------|-------------------|
| Planning, Design & Engineering | \$ 250,000        |
| Land Acquisition               | \$                |
| Construction                   | \$                |
| Equipment                      | \$                |
| Other                          | \$                |
| <b>Total</b>                   | <b>\$ 250,000</b> |

## 9501 BUILDING &amp; IMPROVEMENTS - 24

## POLICE FIRING RANGE IMPROVEMENTS

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |          |         |         |         |         |        |
|--------------------|------------------------|------------|-------------------------------|----------|---------|---------|---------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018  | FY 2019 | FY 2020 | FY 2021 | FY 2022 | Future |
| \$75,000           | \$20,000               | \$55,000   | \$0                           | \$60,000 | \$0     | \$0     | \$0     | \$0     | \$0    |

**Project Description:**

The project includes the demolition, disposal, and removal of the current target-retrieval system and bullet trap system in the firing range. The project includes the replacement of three (3) shooting lane target retrieval systems, as well as the replacement of the old bullet trap system with a new version. The \$75,000 project cost will be offset with \$20,000 with proceeds from Police Department drug seizures.

**Existing Condition:**

The existing target retrieval system and the bullet trap system are in need of replacement. The target retrieval system is operated manually, and its design allows it to become inoperable when debris from the range to get stuck inside of it. The bullet trap system accommodates only small arms, and the Police Department needs to use private facilities to train with its rifles.

**Justification:** *Public Safety, Condition of Existing Facility, Operation Efficiency*

The existing range was purchased in 1974 with a shelf life of 15 years. In 2008, the police department replaced the target retrieval system; however, all other components of the range are original and are in need of updates.

**Operating Budget Impact:**

Travel time will be reduced for rifle training when officers can train at the Government Center rather than at an off-site range.

**Comments:**

The improvement of the current range will ensure a more efficient and effective operation for the police firing range. It is also more economically feasible rather than building a new firing range.

**Expenditure Type:**

|                                |                  |
|--------------------------------|------------------|
| Planning, Design & Engineering | \$               |
| Land Acquisition               | \$               |
| Construction                   | \$               |
| Equipment                      | \$ 75,000        |
| Other                          | \$               |
| <b>Total</b>                   | <b>\$ 75,000</b> |



**CAPITAL FUND****9506 – PARK DEVELOPMENT PROJECTS**

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**CAPITAL FUND**

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**FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM****FISCAL YEARS 2018-2022**

## 9506 PARK DEVELOPMENT PROJECTS - 01

## PARK IMPROVEMENTS (GRANT MATCH)

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |        |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | Future |
| TBD                | TBD                    | \$0        | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | TBD    |

**Project Description:**

This project sheet typically represents the City's anticipated matching funds for Municipal Park Grant applications, for which the scope and cost are yet to be determined. The CIP includes specific project descriptions for FY2019 and FY2021 for which the City will pursue these grants. It is anticipated that the grant in FY2019 will be for Ice Arena Refrigerant Switch Over and that the grant in FY2021 will be for updating the Golf Course Irrigation System. See the specific project sheets for more information.

**Existing Condition:**

None.

**Justification:** *Availability of Outside Funding; others depend upon the project*

Park grants are competitive. By budgeting for the local match, a grant application can be completed without searching for available funds or making amendments to the program. Available grants may help to address any number of CIP criteria including, but not limited to, improving condition of existing facilities, operating efficiency, beautification, and protection and conservation of the park system or historical landmarks. Finally, these projects are supported by the Parks Master Plan and/or the needs assessments of the Dielmann Recreation Complex (FY2014) and Golf Course (FY2016).

**Operating Budget Impact:**

To be determined.

**Comments:**

The current maximum amount of funding that the City is eligible for through the Municipal Parks Grant program is currently \$475,000 for a given project. These grants are competitive, and the City's contribution to the project affects the project application score and likelihood of a funding award. The City plans to provide a 6% grant match for its projects in order to maximize the number of points related to the City's contribution, which would make the grant match about \$30,500 for a project that receives the maximum grant funding.

**Expenditure Type:**

|                                |             |
|--------------------------------|-------------|
| Planning, Design & Engineering | \$          |
| Land Acquisition               | \$          |
| Construction                   | \$          |
| Equipment                      | \$          |
| Other                          | \$          |
| <b>Total</b>                   | <b>\$ 0</b> |



## 9506 PARK DEVELOPMENT PROJECTS - 14

## ICE ARENA REFRIGERANT SWITCH-OVER (GRANT MATCH)

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |          |         |         |         |        |
|--------------------|------------------------|------------|-------------------------------|---------|----------|---------|---------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018 | FY 2019  | FY 2020 | FY 2021 | FY 2022 | Future |
| \$75,000           | TBD                    | \$75,000   | \$0                           | \$0     | \$75,000 | \$0     | \$0     | \$0     | \$0    |

**Project Description:**

The current system that cools the ice operates using R-22 (Freon), a product that is already becoming more expensive and will soon become unavailable as a coolant. This project would include transitioning the current cooling system to an alternative coolant such as Ammonia or CO<sub>2</sub>. The total cost of making this switch over is estimated to be \$550,000. The City Share reflects the remaining \$75,000 if the City is awarded a \$475,000 grant. The full project cost will be programmed into the appropriate fiscal years if the City is successful in obtaining a grant for the project.

**Existing Condition:**

The existing equipment is currently operational. However, even small repairs to the system can result in a loss of coolant and, therefore, require a system "charge" or refill. Vendors who do these repairs are responsible for disposing of lost Freon, and the City often incurs service charges associated with these disposals.

**Justification:** *Public Safety; Operating Efficiency; Condition of Existing Facility; Coordination; Availability of Outside Funding; Protection & Conservation*

This project is a result of a public safety issue and will be necessary for the future operation of the ice rink. Under the US Clean Air Act & the Montreal Protocol on Substances that Deplete the Ozone Layer, use of R-22 refrigerant is being phased out of use because of the damage these types of substances can cause to the earth's ozone layer. This project also directly effects operational efficiency. Starting on January 1, 2020, the US will no longer produce or import R-22; should there be any repair or catastrophic system failure after that date, the City would likely be unable to recharge the system to maintain cooling.

**Operating Budget Impact:**

Once the switch over occurs, the cost of maintaining the system will be included in the preventive maintenance contract. The real savings will be seen when the system moves away from the expensive R-22 cost, simply due to the lack of supply for R-22 coolant.

**Comments:**

The grant will be applied for in FY2019 and, if approved, the switchover will take place in FY2019.

**Expenditure Type:**

|                                |                  |
|--------------------------------|------------------|
| Planning, Design & Engineering | \$ 25,000        |
| Land Acquisition               | \$               |
| Construction                   | \$               |
| Equipment                      | \$ 50,000        |
| Other                          | \$               |
| <b>Total (Grant Match)</b>     | <b>\$ 75,000</b> |

## 9506 PARK DEVELOPMENT PROJECTS - 15

## PLAYGROUND SAFETY SURFACE REPLACEMENT

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |          |         |        |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|----------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018 | FY 2019 | FY 2020 | FY 2021  | FY 2022 | Future |
| \$75,000           | TBD                    | \$75,000   | \$65,000                      | \$0     | \$0     | \$0     | \$75,000 | \$0     | \$0    |

**Project Description:**

This project involves the replacement of damaged areas and rejuvenation or replacement of the rubberized safety surface beneath the City's playgrounds. The surface of the original playground at Millennium Park was replaced in FY2017, because it was the most urgent need. Several other playgrounds will require attention in the near future.

**Existing Condition:**

The rubberized surface beneath the City's playgrounds in Millennium Park, Conway Park, and Beirne Park provides the required protection for children and other users against injury from a fall off of the playground or swing set. The newer playground surface at Millennium Park was repaired in 2016, but it may need to be replaced by FY2021. Staff will continue to evaluate the surfaces at Conway Park and Beirne Park and will recommend repairs or replacement to these surfaces accordingly.

**Justification:** *Public Safety; Availability of Outside Funding; Condition of Existing Facility*

Keeping the safety surface of the City's playgrounds in good condition is required for the continuing use of the playgrounds and the safety of the playgrounds' users.

**Operating Budget Impact:**

None.

**Comments:**

This work would qualify for grant funding through the Municipal Parks Grant program, but the next several grant opportunities will be directed toward other needs.

**Expenditure Type:**

|                                |           |               |
|--------------------------------|-----------|---------------|
| Planning, Design & Engineering | \$        |               |
| Land Acquisition               | \$        |               |
| Construction                   | \$        | 75,000        |
| Equipment                      | \$        |               |
| Other                          | \$        |               |
| <b>Total</b>                   | <b>\$</b> | <b>75,000</b> |



## 9506 PARK DEVELOPMENT PROJECTS - 10

## GOLF COURSE IRRIGATION SYSTEM REPLACEMENT (GRANT MATCH)

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |          |         |        |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|----------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018 | FY 2019 | FY 2020 | FY 2021  | FY 2022 | Future |
| \$25,200           | TBD                    | \$25,200   | \$0                           | \$0     | \$0     | \$0     | \$25,200 | \$0     | \$0    |

**Project Description:**

This project includes replacing the current irrigation system with an updated system that will use less water and allow better control over irrigation. The cost shown above represents a 6% grant match for the anticipated total project cost of \$420,000. The full project cost will be programmed into the appropriate fiscal years if the City is successful in obtaining a grant for the project.

**Existing Condition:**

The current irrigation system is approximately 41 years old. Required repairs have been increasing annually. The current setup is very limited in being able to isolate areas of the system. Therefore, when there is a break or other repair is required, there is a significant area of the system that must closed-off and drained before it can be repaired. Not only does this result in water waste, but it also endangers the health of the turf, resulting in additional watering, chemical, and labor costs to bring that area back to health.

**Justification:** *Cond. of Ex. Facility; Operating Efficiency; Conservation; Outside Funding, Coordination*

The current system is becoming unserviceable because of its age. Additionally, a newer system can be controlled more specifically to both minimize the system loss when a repair is required and allow use of less water to achieve the same results, increasing the overall efficiency. Replacement was recommended per the Golf Course Needs Assessment completed in FY2015.

**Operating Budget Impact:**

Once the initial install of the system has occurred, the cost of upkeep will be minimal for the next 10 years. A new irrigation system will require less maintenance and better conserve water resources.

**Comments:**

The grant will be applied for in FY2021 and, if approved, construction would begin in FY2021. Grant funding will likely be available through the St. Louis Municipal Park Grant Commission. This grant has a maximum award of \$475,000 per project requiring the City to match at least 6% of the project total.

**Expenditure Type:**

|                                |           |               |
|--------------------------------|-----------|---------------|
| Planning, Design & Engineering | \$        |               |
| Land Acquisition               | \$        |               |
| Construction                   | \$        | 25,200        |
| Equipment                      | \$        |               |
| Other                          | \$        |               |
| <b>Total</b>                   | <b>\$</b> | <b>25,200</b> |

## 9506 PARK DEVELOPMENT PROJECTS - 17

## PARK BRIDGE REPLACEMENT

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |           |         |         |         |         |        |
|--------------------|------------------------|------------|-------------------------------|-----------|---------|---------|---------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018   | FY 2019 | FY 2020 | FY 2021 | FY 2022 | Future |
| \$275,007          | \$0                    | \$275,007  | \$75,007                      | \$200,000 | \$0     | \$0     | \$0     | \$0     | \$0    |

**Project Description:**

This project involves the review of replacement or rehabilitation options for two existing vehicular bridges: the bridge at Malcolm Terrace Park near the end of Townsend Street and the maintenance bridge at the Creve Coeur Golf Course.

**Existing Condition:**

Both bridges are open to only limited traffic due to their condition. The bridge at Malcolm Terrace Park has significant erosion around its foundation, and the bridge at the Creve Coeur Golf Course is beyond its useful life.

**Justification:** *Public Safety; Condition of Existing Facility; Operating Efficiency*

Use of these bridges is necessary for the optimal maintenance of the Creve Coeur Golf Course and Malcolm Terrace Park.

**Operating Budget Impact:**

None.

**Comments:**

The construction cost is an estimate, as the actual options and requirements for each bridge are not yet fully known.

The City received a Bridge Engineering Assistance Program (BEAP) grant from the Missouri Department of Transportation (MoDOT) in FY2017 that fully funded a preliminary review of the Malcolm Terrace Park bridge. From this review, it appears that the existing bridge can be used in place.

**Expenditure Type:**

|                                |                   |
|--------------------------------|-------------------|
| Planning, Design & Engineering | \$ 75,007         |
| Land Acquisition               | \$                |
| Construction                   | \$ 200,000        |
| Equipment                      | \$                |
| Other                          | \$                |
| <b>Total</b>                   | <b>\$ 275,007</b> |



## 9506 PARK DEVELOPMENT PROJECTS – 19

## ICE ARENA OFFICE AREA IMPROVEMENTS

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |          |         |         |         |         |        |
|--------------------|------------------------|------------|-------------------------------|----------|---------|---------|---------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018  | FY 2019 | FY 2020 | FY 2021 | FY 2022 | Future |
| \$25,000           | \$0                    | \$25,000   | \$0                           | \$25,000 | \$0     | \$0     | \$0     | \$0     | \$0    |

**Project Description:**

This project involves replacing the office window that has severe water damage and is not energy efficient, replacing the old office carpet, replacing the old florescent light fixtures with LED ones, and replacing the ceiling tile in the Dielmann Recreation Complex Ice Arena office area.

**Existing Condition:**

The window's wood frame is deteriorating and is now allowing water to penetrate to the inside. The office carpet is soiled and failing in several places. The light fixture ballasts are starting to fail and do not provide even light, and the ceiling tiles are stained and failing.

**Justification:** *Protection & Conservation; Beautification*

Minor repairs have been done to the window over the past few years, but are becoming ineffective. The new window will be aluminum, not wood, which will hold up the weather better and will be energy efficient. The carpet will be replaced with the same carpet added to Dielmann West meeting room during the renovation project in FY2015, along with the same LED light fixtures and ceiling tile from that renovation.

**Operating Budget Impact:**

The window in the ice rink office area forms most of one of the walls there, and replacing it should improve the energy efficiency of that space. In addition, the LED lights should decrease the amount of electricity used. A more energy-efficient office should have lower energy bills.

**Comments:**

None.

**Expenditure Type:**

|                                |           |               |
|--------------------------------|-----------|---------------|
| Planning, Design & Engineering | \$        |               |
| Land Acquisition               | \$        |               |
| Construction                   | \$        | 25,000        |
| Equipment                      | \$        |               |
| Other                          | \$        |               |
| <b>Total</b>                   | <b>\$</b> | <b>25,000</b> |

## 9506 PARK DEVELOPMENT PROJECTS – 20

## HISTORIC BUILDING REHABILITATION AND PRESERVATION

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |          |         |         |         |         |         |
|--------------------|------------------------|------------|-------------------------------|----------|---------|---------|---------|---------|---------|
|                    |                        |            | Prior Years                   | FY 2018  | FY 2019 | FY 2020 | FY 2021 | FY 2022 | Future  |
| \$30,000           | \$0                    | \$30,000   | \$0                           | \$30,000 | \$0     | \$0     | \$0     | \$0     | UNKNOWN |

**Project Description:**

This project involves an architectural assessment of the current conditions of several historic buildings in the City's parks, as well as recommendations and design specifications for improving and maintaining these buildings in a historically conscious manner.

**Existing Condition:**

Two historic log cabins are located in Conway Park, and a historic school house is located at Lake School Park. All three of these buildings are in need of interior and exterior repairs in order to preserve them from the elements, animals, and time. Tours that once passed through these buildings have been halted due to structural concerns.

**Justification:** *Protection & Conservation; Beautification*

These buildings were placed in the City's parks and are displayed on the City's website to foster an appreciation of the history in Creve Coeur. Specialized attention is required for these buildings to be maintained as local historical locations.

**Operating Budget Impact:**

Maintenance of the Conway Park cabins and the Lake School house has become increasingly difficult and costly over the past few years. The structural and deterioration issues facing these buildings has progressed beyond routine maintenance activities that staff are capable of performing.

**Comments:**

This assessment is intended to provide the City with reliable estimates for maintenance and improvements to these structures. Staff anticipates that the costs of such work will be expensive due to the historic nature of the buildings.

**Expenditure Type:**

|                                |                  |
|--------------------------------|------------------|
| Planning, Design & Engineering | \$ 30,000        |
| Land Acquisition               | \$               |
| Construction                   | \$               |
| Equipment                      | \$               |
| Other                          | \$               |
| <b>Total</b>                   | <b>\$ 30,000</b> |



## 9506 PARK DEVELOPMENT PROJECTS – 21

## TENNIS COURT REPAIRS

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |          |         |         |          |         |          |
|--------------------|------------------------|------------|-------------------------------|----------|---------|---------|----------|---------|----------|
|                    |                        |            | Prior Years                   | FY 2018  | FY 2019 | FY 2020 | FY 2021  | FY 2022 | Future   |
| \$135,000          | \$0                    | \$135,000  | \$0                           | \$50,000 | \$0     | \$0     | \$35,000 | \$0     | \$50,000 |

**Project Description:**

This project involves the repairs to and resurfacing of the tennis courts in the City's parks in order to maintain the quality of courts necessary for safe and enjoyable play. Improvements are planned for the courts at Beirne Park in FY2018, Conway Park in FY2021, and Lake School Park in FY2023 (future).

**Existing Condition:**

The tennis courts are in various states, depending on their age, but three locations have cracks and other deterioration that require repairs. The courts at Beirne Park have begun to ravel, making the surface uneven. The courts at Conway Park have held up well to recent park improvements, but these courts are in need of rejuvenation. The courts at Lake School Park are the City's newest, having been resurfaced in FY2010, but even these courts have begun to crack. While cracks have been sealed and patches installed on the courts, these repairs are only temporary fixes.

**Justification:** *Protection & Conservation; Beautification; Citizen Demand; Public Safety*

Tennis courts need to be meticulously maintained in order to make them suitable for play. Cracks, divots, and other defects can influence the bounce of the ball or cause players to trip, and neither condition encourages use of the courts.

**Operating Budget Impact:**

Maintenance of the tennis courts has increasingly become the job of the City's Public Works staff. Such work is time consuming. New tennis court surfaces would eliminate the need for significant repair efforts in the near future.

**Comments:**

Tennis court improvements would qualify for funding through the Municipal Park Grant program, but these funds are being used for other City projects.

**Expenditure Type:**

|                                |           |                |
|--------------------------------|-----------|----------------|
| Planning, Design & Engineering | \$        |                |
| Land Acquisition               | \$        |                |
| Construction                   | \$        | 135,000        |
| Equipment                      | \$        |                |
| Other                          | \$        |                |
| <b>Total</b>                   | <b>\$</b> | <b>135,000</b> |

## 9506 PARK DEVELOPMENT PROJECTS – 22

## PARK TRAIL IMPROVEMENTS (GRANT MATCH)

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |          |         |         |         |        |
|--------------------|------------------------|------------|-------------------------------|---------|----------|---------|---------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018 | FY 2019  | FY 2020 | FY 2021 | FY 2022 | Future |
| \$15,000           | TBD                    | \$15,000   | \$0                           | \$0     | \$15,000 | \$0     | \$0     | \$0     | \$0    |

**Project Description:**

The project involves resurfacing two asphalt trails and the parking lot at Malcolm Terrace Park. The amount of \$15,000 represents the City's portion of the cost for a \$75,000 project that is funded by a federal grant through the Recreational Trails Program. The actual cost of the project will be programmed into the Capital Improvement Plan if the City is awarded the grant.

**Existing Condition:**

Asphalt paths are in use at Beirne Park, Conway Park, Malcolm Terrace Park, and Millennium Park. Most of these trails are in good condition and need preventative maintenance to preserve their condition. The paths at Malcolm Terrace Park and an access path to Beirne Park, however, are in poor condition and require resurfacing and localized replacement.

**Justification:** *Public Safety; Cond. of Existing Facility; Availability of Outside Funding; Citizen Request*

The City's parks are a sense of pride for Creve Coeur, and the City is obligated to provide adequate and safe access to the parks. Pursuit of grant funding to assist with maintaining this access allows the City to meet its obligations at a reduced cost.

**Operating Budget Impact:**

None.

**Comments:**

The Recreational Trails Program provides up to 80% reimbursement of construction costs for projects totaling up to \$125,000. The City will apply for the Recreational Trails Program grant in FY2017. Should a grant be awarded for this project, the City would have three years to complete the project. Construction would be expected in FY2019.

**Expenditure Type:**

|                                |           |               |
|--------------------------------|-----------|---------------|
| Planning, Design & Engineering | \$        |               |
| Land Acquisition               | \$        |               |
| Construction                   | \$        | 15,000        |
| Equipment                      | \$        |               |
| Other                          | \$        |               |
| <b>Total (City Share)</b>      | <b>\$</b> | <b>15,000</b> |



**CAPITAL FUND****9509 – STORMWATER PROJECTS**

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**CAPITAL FUND**

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**FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**  
**FISCAL YEARS 2018-2022**

## 9509 STORMWATER PROJECTS - 01

## STORMWATER IMPROVEMENTS PER MASTER PLAN

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |           |         |           |           |
|--------------------|------------------------|------------|-------------------------------|---------|---------|-----------|---------|-----------|-----------|
|                    |                        |            | Prior Years                   | FY 2018 | FY 2019 | FY 2020   | FY 2021 | FY 2022   | Future    |
| \$0                | \$0                    | \$0        | \$92,836                      | \$0     | \$0     | \$150,000 | \$0     | \$150,000 | \$150,000 |

**Project Description:**

The 2012 Stormwater Master Plan update identified numerous stormwater-related projects that involve streams and public infrastructure. The City aims to address these issues over time as funding allows and using the master plan benefit rating as a guide. The scope of work for some of the projects listed in the master plan is greater than what this program can afford at the current funding level. These projects have been treated as separate items in the Capital Improvement Plan, but funding for such projects typically replaces the annual funding in this account.

**Existing Condition:**

Issues under consideration typically exhibit erosion, deteriorated infrastructure, and/or flooding.

**Justification:** *Condition of Existing Facility; Public Safety; Citizen Demand, Coordination*

The Stormwater Committee reviewed the issues in the Stormwater Master Plan and agreed that the City's use of public funds should be limited to projects to resolve issues that involve public infrastructure and/or public conveyances of water. Such issues may never be adequately or correctly resolved without the City's initiative, funding, and oversight.

**Operating Budget Impact:**

None.

**Comments:**

Funding for FY2017-FY2019 (\$150,000/year) will be used to offset the expense of the Golf Course Dam Stabilization and Siltation Removal project (FY2017), the Alden Lane Culvert Repair Project (FY2017), the Middlebrook Drive Stormwater Improvements (FY2017-FY2018), and the Golf Course Siltation Control and Removal (FY2018-FY2019).

**Expenditure Type:**

|                                                                 |                   |
|-----------------------------------------------------------------|-------------------|
| Planning, Design & Engineering                                  | \$ 50,000         |
| Land Acquisition                                                | \$                |
| Construction                                                    | \$ 100,000        |
| Equipment                                                       | \$                |
| Other                                                           | \$                |
| <b>Annual Total (FY20 &amp; FY22):</b><br><i>(see comments)</i> | <b>\$ 150,000</b> |



## 9509 STORMWATER PROJECTS - 04

## MIDDLEBROOK DRIVE STORMWATER IMPROVEMENTS

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |           |         |         |         |         |        |
|--------------------|------------------------|------------|-------------------------------|-----------|---------|---------|---------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018   | FY 2019 | FY 2020 | FY 2021 | FY 2022 | Future |
| \$291,075          | \$0                    | \$291,075  | \$41,075                      | \$250,000 | \$0     | \$0     | \$0     | \$0     | \$0    |

**Project Description:**

This project involves replacing a failing culvert pipe beneath Middlebrook Drive and making associated repairs to the impacted area of the roadway and the stream. The project will include decorative elements, similar to those included in the Chilton Lane culvert replacement project in 2013. Easements will be required from the adjacent properties in order to complete the project. Trees and bushes will be included in the restoration of disturbed area to replace some of the creekside vegetation that will be removed.

**Existing Condition:**

The culvert pipe is both undersized and failing, with increasing impact to the pavement of Middlebrook Drive above. In a heavy rain event, the creek flow exceeds the culvert capacity, and the creek overtops the street. The voids around the culvert were addressed in 2014 following a partial collapse of the roadway, but this repair is expected to last only a few years.

**Justification:** *Public Safety; Condition of Existing Facility; Beautification; Coordination*

Analysis of the stream found that the existing culvert pipe does not meet current size requirements, so lining the pipe or in-kind replacement would not be permissible. The Stormwater Committee identified the replacement of this culvert as a high priority in 2016, because the failure of this culvert would limit access to or isolate several homes along Middlebrook Drive. This issue rated highest among reviewed stormwater issues with 175 points, and the project has a benefit-to-cost ratio is 0.6, according to the metrics used in the Stormwater Master Plan.

**Operating Budget Impact:**

City staff has repeatedly patched the roadway pavement above this culvert, with a significant repair in 2014. This project will eliminate this problem and future needs for such maintenance.

**Comments:**

The design for this project was completed in FY2013. This project was originally scheduled to be constructed in FY2014; however, the Metropolitan St. Louis Sewer District's (MSD) planned sanitary sewer replacement for this area began in 2016. The City's project was scheduled for 2017 (FY2018) to allow adequate time for MSD to complete its project. This project replaces the FY2018 Stormwater Master Plan project.

**Expenditure Type:**

|                                |                   |
|--------------------------------|-------------------|
| Planning, Design & Engineering | \$ 10,000         |
| Land Acquisition               | \$                |
| Construction                   | \$ 250,000        |
| Equipment                      | \$                |
| Other (Design FY2013)          | \$ 31,075         |
| <b>Total</b>                   | <b>\$ 291,075</b> |

## 9509 STORMWATER PROJECTS - 10

## GOLF COURSE DAM STABILIZATION &amp; POND SILTATION REMOVAL/CONTROL (PHASE 2)

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs (Phases 1, 2 and Future) |          |           |         |         |         |             |
|--------------------|------------------------|------------|--------------------------------------------------------|----------|-----------|---------|---------|---------|-------------|
|                    |                        |            | Prior Years                                            | FY 2018  | FY 2019   | FY 2020 | FY 2021 | FY 2022 | Future      |
| \$765,874          | \$0                    | \$765,874  | \$245,874                                              | \$70,000 | \$450,000 | \$0     | \$0     | \$0     | \$1,200,000 |

**Project Description:**

The Phase 2 project involves design and construction for the removal of existing silt from the northern-most lake at the Creve Coeur Golf Course, repairs to the stone wall lining the lake, and for a built-in system to capture future silt so that it can be more easily maintained. This system could be the conversion of the north lake into a fore bay, the introduction of a mechanical silt/water separator, or some other appropriate means.

**Existing Condition:**

All of the drainage from the Creve Coeur Executive Office Park flows through the lakes at the Creve Coeur Golf Course. Silt and other debris from this drainage area gradually deposits in the golf course lakes. The lakes are currently becoming too shallow to be considered healthy ponds. The result is a series of lakes with green algae during the summer when the course is at its peak use.

**Justification:** *Condition of Existing Facility; Beautification*

Removal of silt from the lakes is disruptive and damaging to the golf course and is expensive to undertake. Providing a more convenient location for the silt to collect will make it easier to remove and will help keep the lakes deeper and healthier.

**Operating Budget Impact:**

Controlling siltation through regular maintenance will be expensive, perhaps as much as \$5,000-\$10,000 per year. The alternative to this annual cost would be a silt-removal project every 10-20 years that would cost at least \$100,000 per lake.

**Comments:**

Phase 1 of this project was completed in FY2017 and involved the fortification and partial reconstruction of the dam at the south end of the lake system, including silt removal from the adjacent lake. Additional improvements not included in the five-year Capital Improvement Plan have been identified and are included in Future Projects for improvements to lakes and drainage channels at the Creve Coeur Golf Course (see specific project description for details).

**Expenditure Type:**

|                            |                   |
|----------------------------|-------------------|
| Planning & Design          | \$ 70,000         |
| Land Acquisition           | \$                |
| Construction               | \$ 450,000        |
| Equipment                  | \$                |
| Other                      | \$                |
| <b>Total (FY2018-2019)</b> | <b>\$ 520,000</b> |



**CAPITAL FUND****9510 – STREET & SIDEWALK IMPROVEMENTS**

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**CAPITAL FUND**

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**FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM****FISCAL YEARS 2018-2022**

## 9510 STREET &amp; SIDEWALK IMPROVEMENTS - 01

## STREET AND SIDEWALK MAINTENANCE PROGRAM

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share  | Estimated Total Capital Costs |             |             |             |             |             |        |
|--------------------|------------------------|-------------|-------------------------------|-------------|-------------|-------------|-------------|-------------|--------|
|                    |                        |             | Prior Years                   | FY 2018     | FY 2019     | FY 2020     | FY 2021     | FY 2022     | Future |
| \$1,125,000        | \$0                    | \$1,125,000 | \$1,518,000                   | \$1,125,000 | \$1,313,250 | \$1,352,648 | \$1,393,200 | \$1,435,000 | \$0    |

**Project Description:**

The project includes concrete pavement replacement, asphalt pavement resurfacing, asphalt pavement maintenance, and sidewalk replacement for subdivision streets throughout the City.

**Existing Condition:**

While the majority of the City's pavement network is in good condition, annual and on-going evaluation of pavement and sidewalk conditions find ageing and failing pavement and sidewalks that need to be addressed.

**Justification:** *Public Safety; Condition of Existing Facility; Coordination; Citizen Demand*

The City uses a pavement management system to track pavement conditions, and the City aims to evaluate the condition of each street on a four-year rotation. The pavement condition data assists with the prioritization of pavement repairs and maintenance and helps the City preserve its existing infrastructure as efficiently as possible. Federal regulations require that sidewalks meet accessibility standards so that all users have an opportunity to travel safely. The City's sidewalk maintenance program follows the federal regulations and supports the City's Pedestrian Plan.

**Operating Budget Impact:**

Pavement and sidewalk maintenance programs will improve and preserve the infrastructure and will result in a reduction in the number of pothole repairs and other on-going maintenance needs.

**Comments:**

Approximately 10% of the annual street and sidewalk improvements are directed toward accessibility improvements to the City's sidewalk network in support of the accessibility transition plan. Specific projects, such as grant-funded improvements, are specifically described in separate project sheets. Additional funds have been requested to substantially increase the scope of the micro-surfacing program so that a standard rotation of streets can be established. \$150,000 in funds that were planned for FY2018 were moved to FY2017 to finish work in a subdivision in fewer seasons than if the funds remained in separate fiscal years.

**Expenditure Type:**

|                                |           |                  |
|--------------------------------|-----------|------------------|
| Planning, Design & Engineering | \$        |                  |
| Land Acquisition               | \$        |                  |
| Construction                   | \$        | 1,125,000        |
| Equipment                      | \$        |                  |
| Other                          | \$        |                  |
| <b>Total (FY2018)</b>          | <b>\$</b> | <b>1,125,000</b> |



## 9510 STREET &amp; SIDEWALK IMPROVEMENTS - 02

## STREET RECONSTRUCTION

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |           |           |           |           |           |        |
|--------------------|------------------------|------------|-------------------------------|-----------|-----------|-----------|-----------|-----------|--------|
|                    |                        |            | Prior Years                   | FY 2018   | FY 2019   | FY 2020   | FY 2021   | FY 2022   | Future |
| \$300,000          | \$0                    | \$300,000  | \$326,261                     | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$0    |

**Project Description:**

The City plans to fully replace sections of failed residential roadways as part of this project. The various needs of the pavement network are evaluated each year to determine which streets will be reconstructed. This evaluation was supported by an independent review and recommendation for the priority of repairs in FY2017.

**Existing Condition:**

Residential streets that are considered for reconstruction have reached the end of their useful lives and are generally in too poor of condition to gain long-term benefits from the City's typical pavement maintenance programs.

**Justification:** *Public Safety; Condition of Existing Facility; Citizen Demand*

All of the City's streets will eventually reach the end of their useful lives, fail at a structural level, and require reconstruction. This program provides the City with a tool to address some of its residential streets that are in poor or failing condition that typical maintenance programs can no longer improve.

**Operating Budget Impact:**

Streets with failing pavement typically require frequent maintenance in the form of pothole patching and emergency pavement repairs, which City staff often performs to address the issues as quickly as possible. Allocation of funds for reconstruction also allows for more of the maintenance budget to be used for maintaining and preserving streets that are in better condition. This allows for the needs of more streets and sidewalks to be addressed and will reduce the number of calls for City staff to make repairs.

**Comments:**

The budget projections are based upon planned roadway replacement and rehabilitation. These plans typically change due to pavement failures or coordination with utilities or other projects.

**Expenditure Type:**

|                                     |           |                |
|-------------------------------------|-----------|----------------|
| Planning, Design & Engineering      | \$        |                |
| Land Acquisition                    | \$        |                |
| Construction                        | \$        | 300,000        |
| Equipment                           | \$        |                |
| Other                               | \$        |                |
| <b>Annual Total (FY2018-FY2022)</b> | <b>\$</b> | <b>300,000</b> |

**Street Reconstruction Candidate Examples**  
*(in Alphabetical Order)*

| Street Name                       | Pavement Condition Index (0 – 100) |
|-----------------------------------|------------------------------------|
| Country Fair Lane (Interior Loop) | 52                                 |
| Ladue Estates Drive               | 40                                 |
| Ladue Estates Drive East          | 56                                 |
| Ladue Estates Drive South         | 45                                 |
| Ladue Estates Drive West          | 63                                 |
| Magna Carta Drive                 | 58                                 |
| Sackston Woods Drive              | 48                                 |
| Sherwyn Drive                     | 55                                 |
| Winrock Drive                     | 58                                 |

## 9510 STREET &amp; SIDEWALK IMPROVEMENTS - 20

## COEUR DE VILLE DRIVE IMPROVEMENTS

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |          |          |         |         |         |        |
|--------------------|------------------------|------------|-------------------------------|----------|----------|---------|---------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018  | FY 2019  | FY 2020 | FY 2021 | FY 2022 | Future |
| \$816,641          | \$419,533              | \$397,108  | \$746,641                     | \$20,000 | \$50,000 | \$0     | \$0     | \$0     | \$0    |

**Project Description:**

The project involves rehabilitating Coeur de Ville Drive between Royal Valley Drive and Lake School Park, as well as updating the existing sidewalk from Olive Boulevard to Ladue Road and decorative plantings near Ladue Road. The City was awarded a federal grant to improve Coeur de Ville Drive that will provide up to \$419,533 of assistance for the design and construction of the project. As part of the conditions of this grant, the City needs to extend the project to design and construct sidewalk improvements for portions of Coeur de Ville that were not included in the original project.

**Existing Condition:**

The City owns and maintains the portion of Coeur de Ville Drive from the entrance to Parc Provence to Royal Valley Drive, and the original project focused on this area. The City learned that it would be responsible for upgrades to sidewalks within the MoDOT section of Coeur de Ville Drive that are outside of pedestrian accessibility standards in the running slope of the sidewalk.

**Justification:** *Public Safety; Condition of Existing Facility; Availability of Outside Funding; Beautification; Citizen Demand*

The pavement rehabilitation provided a new driving surface, improve drainage, and slightly improved the alignment of the street. The sidewalk design and construction proposed for FY2018 and FY2019 will bring the City within better compliance with the applicable pedestrian accessibility standards.

**Operating Budget Impact:**

None.

**Comments:**

The Missouri Department of Transportation owns and maintains much of Coeur de Ville Drive, namely the section between Ladue Road and Royal Valley Drive and the section between Parc Provence and Olive Boulevard.

**Expenditure Type:**

|                                |                   |
|--------------------------------|-------------------|
| Planning, Design & Engineering | \$ 96,641         |
| Land Acquisition               | \$                |
| Construction                   | \$ 720,000        |
| Equipment                      | \$                |
| Other                          | \$                |
| <b>Total</b>                   | <b>\$ 816,641</b> |



## 9510 STREET &amp; SIDEWALK IMPROVEMENTS - 21

## WARSON ROAD IMPROVEMENT PROJECT

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |           |         |         |         |         |        |
|--------------------|------------------------|------------|-------------------------------|-----------|---------|---------|---------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018   | FY 2019 | FY 2020 | FY 2021 | FY 2022 | Future |
| \$675,194          | \$428,800              | \$246,394  | \$87,194                      | \$588,000 | \$0     | \$0     | \$0     | \$0     | \$0    |

**Project Description:**

The project involves Warson Road from Olive Boulevard to the City limit near Countryshire Place, and the work will include roadway resurfacing and sidewalk accessibility improvements. The City was awarded a federal grant to assist up to \$428,800 of the design and construction costs for this project, which represents 64% of the estimated total cost of \$675,194. The City's share is estimated to be \$246,394 of these costs.

**Existing Condition:**

The existing roadway pavement has deteriorated and is in need of resurfacing. The sidewalks along Warson Road typically appear to be in good condition, but replacement of the sidewalk is recommended to address accessibility shortcomings. Warson Road was found to have an average pavement condition index (PCI) of 43 in 2016, which indicates that the pavement should be resurfaced within the next few years in order to avoid the need for more extensive repairs, such as replacement.

**Justification:** *Public Safety; Condition of Existing Facility; Availability of Outside Funding*

The asphalt resurfacing and replacement of sidewalk, curb, and gutter will help eliminate deteriorated and failed areas and will provide a better, safer, and more accessible roadway and sidewalk. Resurfacing the pavement will protect the roadway base and will help control future maintenance expenses for Warson Road.

**Operating Budget Impact:**

The project will reduce future maintenance expensed by preserving and/or replacing the existing deteriorated infrastructure.

**Comments:**

Design for the project began in FY2016 and may continue through FY2017. Land Acquisition costs include the title work, appraisals, and estimated compensation for the easements needed for the project. Staff expects that construction for the project will begin in the spring of 2018 (FY2018).

**Expenditure Type:**

|                                |                   |
|--------------------------------|-------------------|
| Planning, Design & Engineering | \$ 77,194         |
| Land Acquisition               | \$ 10,000         |
| Construction                   | \$ 588,000        |
| Equipment                      | \$                |
| Other                          | \$                |
| <b>Total</b>                   | <b>\$ 675,194</b> |

## 9510 STREET &amp; SIDEWALK IMPROVEMENTS - 26

## EMERSON ROAD IMPROVEMENT PROJECT

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |          |         |           |         |         |        |
|--------------------|------------------------|------------|-------------------------------|----------|---------|-----------|---------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018  | FY 2019 | FY 2020   | FY 2021 | FY 2022 | Future |
| \$657,000          | \$444,000              | \$213,000  | \$0                           | \$65,000 | \$0     | \$592,000 | \$0     | \$0     | \$0    |

**Project Description:**

The project includes pavement widening and resurfacing, new curb and gutter, and enclosed stormwater facilities along the City-maintained section of Emerson Road from Old Ballas Road to DeSmet Jesuit High School. In FY2016, the City was awarded a federal grant that will fund up to \$444,000 of the construction costs for the project.

**Existing Condition:**

The existing roadway pavement is in marginal condition: its edges are deteriorating, a retaining wall supporting the street is in poor condition, and the street width is insufficient. The City's portion of Emerson Road was found to have an average pavement condition index (PCI) of 44 in 2016, which indicates that the pavement is in need of improvements.

**Justification:** *Public Safety; Condition of Existing Facility; Availability of Outside Funding*

Emerson Road does not meet current standards for width and safety. The project will increase the roadway width and will improve drivers' sight lines by lowering the peak of the hill just north of DeSmet Jesuit High School.

**Operating Budget Impact:**

Fixing the street and the failing headwall will reduce the number of maintenance calls to fix Emerson.

**Comments:**

The Emerson Road Improvement Project follows a concept plan that was developed for Emerson Road in FY2011. The sidewalk improvements that were part of this concept plan will be completed through the Emerson Road Sidewalk Improvement Project in FY2017, for which the City received a federal grant to assist with construction costs. The Missouri Department of Transportation owns Emerson Road south of DeSmet Jesuit High School.

**Expenditure Type:**

|                                |                   |
|--------------------------------|-------------------|
| Planning, Design & Engineering | \$ 65,000         |
| Land Acquisition               | \$                |
| Construction                   | \$ 592,000        |
| Equipment                      | \$                |
| Other                          | \$                |
| <b>Total</b>                   | <b>\$ 657,000</b> |



## 9510 STREET &amp; SIDEWALK IMPROVEMENTS - 27

**MOSLEY ROAD IMPROVEMENT PROJECT – PHASES 1 AND 2 (DESIGN AND GRANT MATCH) CAPITAL FUND**

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs (Phases 1 and 2) |         |           |          |           |           |        |
|--------------------|------------------------|------------|------------------------------------------------|---------|-----------|----------|-----------|-----------|--------|
|                    |                        |            | Prior Years                                    | FY 2018 | FY 2019   | FY 2020  | FY 2021   | FY 2022   | Future |
| \$713,768          | TBD                    | \$713,768  | \$86,768                                       | \$0     | \$150,000 | \$50,000 | \$193,000 | \$234,000 | \$0    |

**Project Description:**

The project includes completing the design for Mosley Road, acquiring the necessary easements, and construction of the roadway improvements in a two-phase project. The roadway work will include minor widening, slight vertical and horizontal alignment changes where necessary, stormwater improvements, sidewalk accessibility improvements, and pavement resurfacing. The City share shown reflects a grant match of about 35% of the anticipated \$1,302,000 cost for construction and easements, plus 100% of the design cost. The total project cost is estimated to be \$1,477,000.

**Existing Condition:**

Mosley Road is an asphalt street that last saw major roadway work in 2000 with the addition of the existing sidewalk. The pavement is failing in areas, but the general need for the roadway is resurfacing. The roadway width is also inconsistent, with some areas less than 20 feet wide. Mosley Road was found to have an average pavement condition index (PCI) of 54 in 2016, which indicates that the pavement is a good candidate for resurfacing.

**Justification:** *Public Safety; Condition of Existing Facility; Citizen Demand; Availability of Outside Funding*

Of the City's principal roadways, the condition of Mosley Road is one of the worst. Complaints are common regarding the pavement condition, poor ride quality, and stormwater drainage issues. A preliminary study completed in FY2015 for Mosley Road also found several areas where the vertical or horizontal alignment does not meet design standards.

**Operating Budget Impact:**

The City completes significant pavement patching along Mosley Road on a nearly annual basis. Completing this project would eliminate this need and expense.

**Comments:**

A conceptual design for Mosley Road was completed for \$86,768 in FY2014-FY2016. Staff applied for a federal grant in FY2017 to assist with the costs for phase 1 of the Mosley Road improvements. This project will be phased into two projects in order to be more favorably considered for this grant.

**Expenditure Type:**

|                                     |                   |
|-------------------------------------|-------------------|
| Planning, Design & Engineering      | \$ 261,768        |
| Land Acquisition                    | \$ 50,000         |
| Construction                        | \$ 402,000        |
| Equipment                           | \$                |
| Other                               | \$                |
| <b>Total (Grant Match + Design)</b> | <b>\$ 713,768</b> |

## 9510 STREET &amp; SIDEWALK IMPROVEMENTS - 28

## NEW BALLAS ROAD IMPROVEMENT PROJECT – PHASES 1 - 3 (DESIGN &amp; GRANT MATCH) CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share  | Estimated Total Capital Costs (Phases 1, 2, 3 & Future) |         |         |           |          |           |           |
|--------------------|------------------------|-------------|---------------------------------------------------------|---------|---------|-----------|----------|-----------|-----------|
|                    |                        |             | Prior Years                                             | FY 2018 | FY 2019 | FY 2020   | FY 2021  | FY 2022   | Future    |
| \$1,300,000        | TBD                    | \$1,300,000 | \$0                                                     | \$0     | \$0     | \$250,000 | \$25,000 | \$330,000 | \$695,000 |

**Phase 1 Project Description:**

The project includes pavement resurfacing, concrete curb and sidewalk replacement, and accessibility improvements along New Ballas Road from Conway Road to Ladue Road. The project will also include extending the existing planted median toward Conway Road. The construction for this project would be the first phase of three, with the ultimate limits of work extending to Olive Boulevard. Phase 1 includes design for all three phases. The City applied for federal grant assistance for this project in FY2015, but the application was unsuccessful. The maximum grant amount for Phase 1 is approximately \$750,000. The grant match for Phase 1 (\$550,000) includes 100% of the design and about 30% of the construction cost. The full project cost will be included in the appropriate fiscal years if the City is successful in obtaining a grant for the work.

**Existing Condition:**

The asphalt pavement is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. Much of the existing sidewalk falls short of the current accessibility standards. South New Ballas Road was found to have an average pavement condition index (PCI) of 70 in 2016, which indicates that the pavement is generally in “very good” condition and that is a good candidate for pavement preservation, such as the proposed thin overlay.

**Justification:** *Public Safety; Condition of Existing Facility; Availability of Outside Funding; Beautification*

New Ballas Road is the City’s largest street and one of two City-maintained streets classified as a minor arterial. Preservation of this street’s pavement is a high priority, both for the traveling public and to control future costs. The deteriorating sidewalks, curbs, and entrances require a significant investment to correct, and grant assistance for the work will make affording these improvements much more manageable.

**Operating Budget Impact:**

This project will eliminate pavement patching needs and sidewalk issues that require staff attention.

**Comments:**

Applications will be made for federal grants for Phase 2 (Ladue Road to Magna Carta Drive) and Phase 3 (Magna Carta Drive to Olive Boulevard) if the City is awarded a grant for Phase 1.

**Continued – Phase 2 next page...**

**Phase 1 Expenditure Type:**

|                                                        |                   |
|--------------------------------------------------------|-------------------|
| Planning & Design (FY2020)                             | \$ 250,000        |
| Land Acquisition                                       | \$                |
| Construction (FY2022)                                  | \$ 300,000        |
| Equipment                                              | \$                |
| Other                                                  | \$                |
| <b>Phase 1 Total FY2020 &amp; FY2022 (Grant Match)</b> | <b>\$ 550,000</b> |



## 9510 STREET &amp; SIDEWALK IMPROVEMENTS – 28 (CONTINUED)

## NEW BALLAS ROAD IMPROVEMENT PROJECT – PHASES 1 - 3 (DESIGN &amp; GRANT MATCH) CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share  | Estimated Total Capital Costs (Phases 1, 2, 3 & Future) |         |         |           |          |           |           |
|--------------------|------------------------|-------------|---------------------------------------------------------|---------|---------|-----------|----------|-----------|-----------|
|                    |                        |             | Prior Years                                             | FY 2018 | FY 2019 | FY 2020   | FY 2021  | FY 2022   | Future    |
| \$1,300,000        | TBD                    | \$1,300,000 | \$0                                                     | \$0     | \$0     | \$250,000 | \$25,000 | \$330,000 | \$695,000 |

**Continued from previous page...****Phase 2 Project Description:**

The project includes pavement resurfacing, concrete curb and sidewalk replacement, traffic signal painting, illuminated street name signs, and accessibility improvements along New Ballas Road from Ladue Road to Magna Carta Drive. Staff plans to apply for federal grant assistance for this project in FY2019. The maximum grant amount for New Ballas Road is approximately \$750,000. The grant match for Phase 2 includes 100% of the design update and permitting and about 30% of the construction cost. The full project cost will be included in the appropriate fiscal years if the City is successfully obtains a grant for this work.

**Existing Condition:**

The asphalt pavement is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. Much of the existing sidewalk falls short of the current accessibility standards. North New Ballas Road was found to have an average pavement condition index (PCI) of 68 in 2016, which indicates that the pavement is generally in “good” condition and that is a good candidate for pavement preservation, such as a thin overlay or resurfacing.

**Justification:** *Public Safety; Condition of Existing Facility; Availability of Outside Funding; Beautification*

New Ballas Road is the City’s largest street and one of two City-maintained streets classified as a minor arterial. Preservation of this street’s pavement is a high priority, both for the traveling public and to control future costs. The deteriorating sidewalks, curbs, and entrances require a significant investment to correct, and grant assistance for the work will make affording these improvements much more manageable.

**Operating Budget Impact:**

This project will eliminate pavement patching needs and sidewalk issues that require staff attention.

**Comments:**

Design for the Phase 2 improvements will be completed as part of Phase 1, if the City is awarded a federal grant for Phase 1. An application a federal grant for the Phase 3 (Magna Carta Drive to Olive Boulevard) improvements is anticipated for early 2020. **Continued – Phase 3 next page...**

**Phase 2 Expenditure Type:**

|                                                        |                   |
|--------------------------------------------------------|-------------------|
| Planning & Design (FY2021)                             | \$ 25,000         |
| Land Acquisition                                       | \$                |
| Construction (Future - FY2023)                         | \$ 330,000        |
| Equipment                                              | \$                |
| Other                                                  | \$                |
| <b>Phase 2 Total FY2021 &amp; FY2023 (Grant Match)</b> | <b>\$ 355,000</b> |

## 9510 STREET &amp; SIDEWALK IMPROVEMENTS – 28 (CONTINUED)

## NEW BALLAS ROAD IMPROVEMENT PROJECT – PHASES 1 - 3 (DESIGN &amp; GRANT MATCH) CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share  | Estimated Total Capital Costs (Phases 1, 2, 3 & Future) |         |         |           |          |           |           |
|--------------------|------------------------|-------------|---------------------------------------------------------|---------|---------|-----------|----------|-----------|-----------|
|                    |                        |             | Prior Years                                             | FY 2018 | FY 2019 | FY 2020   | FY 2021  | FY 2022   | Future    |
| \$1,300,000        | TBD                    | \$1,300,000 | \$0                                                     | \$0     | \$0     | \$250,000 | \$25,000 | \$330,000 | \$695,000 |

*Continued from previous page...*

**Phase 3 Project Description:**

The project includes pavement resurfacing, concrete curb and sidewalk replacement, traffic signal painting, illuminated street name signs, and accessibility improvements along New Ballas Road from Magna Carta Drive to Olive Boulevard. Construction for this project would be the third and final phase, with the ultimate limits of work extending from Conway Road to Olive Boulevard. Staff plans to apply for federal grant assistance for this project in FY2020. It appears that the maximum grant amount for New Ballas Road is approximately \$750,000. Phase 3 grant match includes 100% of the design update and about 33% of the construction cost. The full project cost will be included in the appropriate fiscal years if the City successfully obtains a grant for this work.

**Existing Condition:**

The asphalt pavement along New Ballas Road is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. Much of the existing sidewalk falls short of the current accessibility standards. North New Ballas Road was found to have an average pavement condition index (PCI) of 72 in 2016, indicating the pavement is generally in “very good” condition and that is a good candidate for pavement preservation, such as the proposed thin overlay or resurfacing.

**Justification:** *Public safety; Condition of existing facility; Availability of outside funding; Beautification*

New Ballas Road is the City’s largest street and one of two City-maintained streets classified as a minor arterial. Preservation of this street’s pavement is a high priority, both for the traveling public and to control future costs. The deteriorating sidewalks, curbs, and entrances require a significant investment to correct, and grant assistance for the work will make affording these improvements much more manageable.

**Operating Budget Impact:**

This project will eliminate pavement patching needs and sidewalk issues that require staff attention.

**Comments:**

The design for the Phase 3 improvements will be completed as part of Phase 1, if the City is awarded a federal grant for Phase 1.

**Phase 3 Expenditure Type:**

|                                                        |                   |
|--------------------------------------------------------|-------------------|
| Planning & Design (FY2022)                             | \$ 30,000         |
| Land Acquisition                                       | \$                |
| Construction (FY2024)                                  | \$ 365,000        |
| Equipment                                              | \$                |
| Other                                                  | \$                |
| <b>Phase 3 Total FY2022 &amp; FY2024 (Grant Match)</b> | <b>\$ 395,000</b> |



## 9510 STREET &amp; SIDEWALK IMPROVEMENTS - 31

## FERNVIEW DRIVE RESURFACING (DESIGN AND GRANT MATCH)

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |          |         |          |         |        |
|--------------------|------------------------|------------|-------------------------------|---------|----------|---------|----------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018 | FY 2019  | FY 2020 | FY 2021  | FY 2022 | Future |
| \$115,000          | TBD                    | \$115,000  | \$0                           | \$0     | \$50,000 | \$0     | \$65,000 | \$0     | \$0    |

**Project Description:**

This project involves asphalt pavement resurfacing along Fernview Drive from Gallagher Road to Olive Boulevard. The City share represents approximately 30% of the design and construction phases for what is anticipated to be a \$365,000 project. The full project cost will be included in the appropriate fiscal years if the City successfully obtains a grant for this work.

**Existing Condition:**

Fernview Drive consists of an asphalt street with concrete curbs and gutters between Gallagher Road and Olive Boulevard. Fernview Drive has sections that are currently in good condition, but some sections have deteriorated. Fernview has an average pavement condition index (PCI) of 59, meaning that it is in "fair" condition with the need for a resurfacing soon. This average PCI balances very good sections with PCI in the 80's with poor sections with PCI in the 40's.

**Justification:** *Public Safety; Availability of Outside Funding; Citizen Demand*

The roadway resurfacing will eventually be necessary to maintain the pavement along Fernview Drive. Fernview is used by about 4,300 vehicles per day, making it one of the most heavily traveled City streets.

**Operating Budget Impact:**

The project would result in less need for City staff to patch Fernview Drive. Maintenance expenses are expected to be minimal.

**Comments:**

Fernview Drive qualifies for federal grant assistance, and the City will make an application for a grant for this project in FY2017. Staff estimates that the City could receive up to 70% reimbursement for costs related to this project if such a grant were awarded. Sidewalks were not included as part of this project, because further study and public outreach is required to determine the feasibility of adding sidewalks to Fernview Drive. A separate "future project" has been included in this Capital Improvement Plan for Fernview and Bellerive Estates sidewalks.

**Expenditure Type:**

|                                |                   |
|--------------------------------|-------------------|
| Planning, Design & Engineering | \$ 50,000         |
| Land Acquisition               | \$                |
| Construction                   | \$ 65,000         |
| Equipment                      | \$                |
| Other                          | \$                |
| <b>Total (Grant Match)</b>     | <b>\$ 115,000</b> |

## 9510 STREET &amp; SIDEWALK IMPROVEMENTS – 30

## NORTH NEW BALLAS ROAD SIDEWALK PHASE 2A (DESIGN &amp; GRANT MATCH)

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |          |          |         |         |         |        |
|--------------------|------------------------|------------|-------------------------------|----------|----------|---------|---------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018  | FY 2019  | FY 2020 | FY 2021 | FY 2022 | Future |
| \$98,169           | TBD                    | \$98,169   | \$20,669                      | \$25,000 | \$52,500 | \$0     | \$0     | \$0     | \$0    |

**Project Description:**

This project involves the design and construction of a sidewalk along the west side of North New Ballas Road from Ladue Road to DeSmet Jesuit High School. This project is a portion of the larger effort to create continuous sidewalks along both sides of North New Ballas Road from Ladue Road to Olive Boulevard.

Staff plans to apply for a federal Transportation Alternatives Program (TAP) grant to fund 70% of the easement acquisition and construction costs of the project. The full project cost will be included in the appropriate fiscal years if the City successfully obtains a grant for this work.

**Existing Condition:**

No sidewalk currently exists along the west side of North New Ballas Road from Ladue Road to DeSmet Jesuit High School. Four homes along North New Ballas Road, Santino Court, and the Emerald Green subdivision have no access to pedestrian facilities on North New Ballas Road.

**Justification:** *Public Safety; Citizen Demand; Availability of Outside Funding*

Providing a sidewalk where none exists would improve accessibility and protect the general public walking along the area. North New Ballas Road is identified as a “first priority” in the Creve Coeur Pedestrian Plan.

**Operating Budget Impact:**

None.

**Comments:**

It will be necessary to obtain easements for this project. New Ballas Road is classified as a minor arterial roadway and therefore qualifies for federal grant assistance for roadway and sidewalk projects.

**Expenditure Type:**

|                                         |           |               |
|-----------------------------------------|-----------|---------------|
| Planning, Design & Engineering          | \$        | 30,669        |
| Land Acquisition                        | \$        | 15,000        |
| Construction                            | \$        | 52,500        |
| Equipment                               | \$        |               |
| Other                                   | \$        |               |
| <b>Total (Design &amp; Grant Match)</b> | <b>\$</b> | <b>98,169</b> |



## 9510 STREET &amp; SIDEWALK IMPROVEMENTS – 31

## CRAIG ROAD CONCEPT IMPROVEMENT PLAN

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |          |         |         |         |         |        |
|--------------------|------------------------|------------|-------------------------------|----------|---------|---------|---------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018  | FY 2019 | FY 2020 | FY 2021 | FY 2022 | Future |
| \$40,000           | \$0                    | \$40,000   | \$0                           | \$40,000 | \$0     | \$0     | \$0     | \$0     | \$0    |

**Project Description:**

The project involves engineering design services to develop concept-level improvement plans for Craig Road between Olde Cabin Road and Olive Boulevard. Such plans allow the City to better understand its options for roadway and sidewalk improvements and provide a firm basis for pursuing federal grant assistance for those improvements.

**Existing Condition:**

Craig Road is currently in fair condition, but its traffic flow is hampered by non-standard intersections with Olde Cabin Road and Office Parkway.

**Justification:** *Public Safety; Cond. of Existing Facility; Availability of Outside Funding; Citizen Request*

Craig Road receives significant traffic from the Creve Coeur Executive Office Park and from those traveling between Olive Boulevard and New Ballas Road. Improvements to the intersections along Craig Road are recommended to improve the flow and safety of this traffic and to provide better sidewalk crossings at these intersections.

**Operating Budget Impact:**

None.

**Comments:**

Craig Road was recently reclassified to become eligible for federal roadway grants. Improvements to the sidewalk system in the Creve Coeur Executive Office Park are being pursued through the Transportation Alternatives Program grant, which may coincide with or incorporate this plan.

**Expenditure Type:**

|                                |                  |
|--------------------------------|------------------|
| Planning, Design & Engineering | \$ 40,000        |
| Land Acquisition               | \$               |
| Construction                   | \$               |
| Equipment                      | \$               |
| Other                          | \$               |
| <b>Total</b>                   | <b>\$ 40,000</b> |

**CAPITAL FUND****9516 – CAPITAL EQUIPMENT**

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**CAPITAL FUND**

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**FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM****FISCAL YEARS 2018-2022**



## 9516 CAPITAL EQUIPMENT - 01

## PUBLIC WORKS CAPITAL EQUIPMENT

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |           |           |           |           |           |        |
|--------------------|------------------------|------------|-------------------------------|-----------|-----------|-----------|-----------|-----------|--------|
|                    |                        |            | Prior Years                   | FY 2018   | FY 2019   | FY 2020   | FY 2021   | FY 2022   | Future |
| \$328,638          | \$0                    | \$328,638  | \$235,000                     | \$328,638 | \$279,186 | \$279,695 | \$354,821 | \$258,642 | \$0    |

**Project Description:**

City equipment costing greater than \$20,000 and having a useful life of at least five years based on replacement schedule. All Public works equipment listed below is for the replacement of existing equipment that is at least 10 years old.

**Existing Condition:**

Equipment has reached the end of its useful life. Significant maintenance costs can be expected if this equipment is kept in service.

**Justification:** *Public Safety; Condition of Existing Facility; Operating Efficiency*

Replacement of the equipment noted below is necessary to provide services to the residents and repair the City's infrastructure. Without replacement, it will not only have an effect on public safety, it will also affect our operating efficiency due to down time for equipment repairs.

**Operating Budget Impact:**

Replacement of older equipment helps reduce the overall annual maintenance costs of the Public works fleet. Holding on to older equipment will result in significant increases in repair bills not to mention a reduction in efficiency and ability to provide service to the residents due to an increase in downtime cause by equipment failure.

**Comments:**

The following major equipment purchases are planned for FY2018 as replacements for older equipment:

- Two-ton Dump Truck with Plow and Spreader .....\$ 125,000
- One-ton Dump Truck with Plow and Spreader .....\$ 83,842
- Skid Steer.....\$ 65,000
- Leaf Vacuum (Diesel Powered) .....\$ 54,796
- \$ 328,638**

Public Works staff plans to trade-in or sell the replaced equipment at auction after the new replacements arrive. The amount of revenue from the auctioned equipment will help offset the cost to purchase new equipment.

**Expenditure Type:**

|                                |           |                |
|--------------------------------|-----------|----------------|
| Planning, Design & Engineering | \$        |                |
| Land Acquisition               | \$        |                |
| Construction                   | \$        |                |
| Equipment                      | \$        | 328,638        |
| Other                          | \$        |                |
| <b>Total</b>                   | <b>\$</b> | <b>328,638</b> |

## 9516 CAPITAL EQUIPMENT - 03

## ICE RESURFACING VEHICLE REPLACEMENT

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |           |         |         |         |         |        |
|--------------------|------------------------|------------|-------------------------------|-----------|---------|---------|---------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018   | FY 2019 | FY 2020 | FY 2021 | FY 2022 | Future |
| \$156,000          | \$0                    | \$156,000  | \$0                           | \$156,000 | \$0     | \$0     | \$0     | \$0     | \$0    |

**Project Description:**

This project involves purchasing a new electric ice-resurfacing vehicle to replace the current propane 2003 Olympia Ice Resurfacer.

**Existing Condition:**

The current Olympia vehicle is about 14 years old, and replacement is recommended for FY18. The actual usage is figured in hours with each hour equating to about 35 miles. The current machine has 5,776 hours (210,000 miles) with an average of approximately 450 hours per year. The life of this machine is expected to be 12 to 14 years.

**Justification:** *Condition of existing facility; Operating efficiency; Protection and Conservation*

Without a properly functioning ice resurfacer, operations at the ice arena would have to be suspended. This is critical, because the ice is used daily throughout the entire year, and there is little to no time available for extensive repairs. The City collects about \$15,000 in ice rental fees in a typical week. An electric resurfacer is proposed because it would produce zero emissions, which is important in an indoor facility. The proposed electric resurfacer is projected to have the same operational and equipment costs over its life as a new propane resurfacer would.

**Operating Budget Impact:**

Maintenance and repair costs are approximately \$2,000/annually; however, as a unit ages, its cost of maintenance can substantially increase. A new ice resurfacer would be expected to have minimal initial maintenance.

**Comments:**

The current Olympia resurfacer will become the back-up resurfacer for use in emergencies, replacing the current back-up resurfacer that is a 1970's model that few know how to operate.

**Expenditure Type:**

|                                |           |                |
|--------------------------------|-----------|----------------|
| Planning, Design & Engineering | \$        |                |
| Land Acquisition               | \$        |                |
| Construction                   | \$        |                |
| Equipment                      | \$        | 156,000        |
| Other                          | \$        |                |
| <b>Total</b>                   | <b>\$</b> | <b>156,000</b> |



**CAPITAL FUND****FUTURE PROJECTS**

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**CAPITAL FUND**

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**CAPITAL IMPROVEMENT PROGRAM****FISCAL YEARS UNKNOWN**

## FUTURE PROJECTS LIST

## FUTURE PROJECT: CERTIFIED NATURE EXPLORER CLASSROOM

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |          |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|----------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future   |
| \$25,000           | \$0                    | \$25,000   | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | \$25,000 |

**Project Description:**

The proposed outdoor classroom could be located in Malcom Terrace Park or Millennium Park. This classroom would include elements such as music & movement area, a place to do nature art, a place to build, climb or crawl, a place to gather or play in water and will include signage throughout.

**Existing Condition:**

None.

**Justification:** *Protection & Conservation; Beautification*

The goal will be to create an area that can be utilized for both programming provided by the City as well as a place for birthday parties, meeting place for play or scout groups and outdoor classroom for local schools. Having a Certified Nature Explorer Classroom in a Creve Coeur park supports the CIP criteria by enhancing the usefulness and beautification of the environment by providing a nature-rich outdoor space for current and future generations to use the natural world as an integral part of learning.

**Operating Budget Impact:**

Minimal impact to the operating budget is anticipated – similar to adding playground equipment.

**Comments:**

None.

**Expenditure Type:**

|                                |           |               |
|--------------------------------|-----------|---------------|
| Planning, Design & Engineering | \$        |               |
| Land Acquisition               | \$        |               |
| Construction                   | \$        | 25,000        |
| Equipment                      | \$        |               |
| Other                          | \$        |               |
| <b>Total</b>                   | <b>\$</b> | <b>25,000</b> |



## FUTURE PROJECTS LIST

## FUTURE PROJECT: CREEKSIDE/BELLERIVE TRAIL (GRANT MATCH)

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |          |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|----------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future   |
| \$25,000           | TBD                    | \$25,000   | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | \$25,000 |

**Project Description:**

The project involves the creation of a new asphalt trail to extend from the Creekside at Mason subdivision to Bellerive Elementary School, which would provide a pedestrian connection from Rue de Fleur and Bellerive Estates Drive to Mason Road. The amount of \$25,000 represents the City's portion of the cost for a \$125,000 project that is funded by a federal grant through the Recreational Trails Program (RTP). The actual cost of the project will be programmed into the appropriate years of the Capital Improvement Plan if the City is awarded the grant.

**Existing Condition:**

Several parcels of common ground connect along the south side of the creek and provide the opportunity for a pedestrian and bicycle pathway.

**Justification:** *Public Safety; Availability of Outside Funding; Citizen Request*

The City's parks are a sense of pride for Creve Coeur, and the City is obligated to provide adequate and safe access to the parks. Pursuit of grant funding to assist with maintaining this access allows the City to meet its obligations at a reduced cost.

**Operating Budget Impact:**

The City may assume responsibility to mow and otherwise maintain the common ground areas where the paths would be installed. Mowing costs are estimated to be approximately \$2,000/year.

**Comments:**

Support from the Parkway School District and the subdivision trustees will be sought before the City pursues a grant for this project. Easements will be required to construct the project.

**Expenditure Type:**

|                                |           |               |
|--------------------------------|-----------|---------------|
| Planning, Design & Engineering | \$        |               |
| Land Acquisition               | \$        |               |
| Construction                   | \$        | 25,000        |
| Equipment                      | \$        |               |
| Other                          | \$        |               |
| <b>Total (Grant Match)</b>     | <b>\$</b> | <b>25,000</b> |

## FUTURE PROJECT LIST

## FUTURE PROJECT: DIELMANN RECREATION COMPLEX RENOVATIONS - PHASE 2

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |         |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|---------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future  |
| UNKNOWN            | TBD                    | TBD        | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | UNKNOWN |

**Project Description:**

A needs analysis for the Dielmann Recreation Complex was completed in 2013 and used as a guide for Round 15 Municipal Park Grant Commission construction grant awarded in 2015. Phase I renovations include updates to the lobby, creation of a centralized check-in desk for the building, and updated and expanded meeting room space, as well as energy efficiency upgrades. Future phases could include additional energy efficiency upgrades such as interior and exterior lighting, parking lot modifications for better traffic flow, updates to the East Meeting Room, such as the addition of a catering kitchen, direct entry from the east parking lot, a north facing clearstory for additional light in the ice arena, and additional on-ice lounge or locker room facilities.

**Existing Condition:**

The existing building is functional but inefficient from staffing, logistic, and energy standpoints.

**Justification:** *Availability of outside funding; Beautification; Citizen Demand; Operating efficiency; Condition of existing facility*

This project was designed based on public input, and may be possible for future grant funding; however, several other priority projects have been slated for Municipal Park Grant funding for FY2018-FY2022.

**Operating Budget Impact:**

TBD

**Comments:**

CIP grant matches for FY2018-FY2022 have been earmarked for other upgrades or improvements at the Creve Coeur Golf Course and Park System.

**Expenditure Type:**

|                                |               |
|--------------------------------|---------------|
| Planning, Design & Engineering | \$            |
| Land Acquisition               | \$            |
| Construction                   | \$            |
| Equipment                      | \$            |
| Other                          | \$            |
| <b>Total</b>                   | <b>\$ TBD</b> |



## FUTURE PROJECT LIST

## FUTURE PROJECT: DOWNTOWN STREETScape AND INFRASTRUCTURE

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |         |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|---------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future  |
| UNKNOWN            | TBD                    | UNKNOWN    | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | UNKNOWN |

**Project Description:**

The downtown plan calls for a significant investment into the City's Central Business District, which is generally the area bounded by Olive Boulevard on the north, Old Ballas Road on the east and south, and Interstate 270 on the west. Improvements to the public rights of way in this area include pavement, gutters, wide sidewalks, cross-walks, signals, and street furniture beyond items that are developer expenses.

**Existing Condition:**

Excluding the perimeter roads, only the Studt Avenue pavement meets the downtown zoning requirements. Everything else will need to be purchased.

**Justification:** *Economic Growth; Public Safety; Beautification*

The City has had this district in the Comprehensive Plan since 1969, and it is not reasonable to expect that all of the costs within the public rights-of-way can be borne by the development community. Without public investment, the likelihood of development is increasingly remote. Proposed improvements are supported by the 2006 Creve Coeur Central Business District / Downtown Area Implementation Strategy Report.

**Operating Budget Impact:**

Operating costs are unknown, but these are expected to be low. The City will be required to enter into a maintenance agreement with the Missouri Department of Transportation for any non-standard or decorative features along Olive Boulevard.

**Comments:**

Median planters and street lights will be extended east along Olive Boulevard through the Central Business District by the Olive Boulevard Transportation Development District in 2016. Further enhancements to Olive Boulevard may not be possible due to limited right of way.

**Expenditure Type:**

|                                |               |
|--------------------------------|---------------|
| Planning, Design & Engineering | \$            |
| Land Acquisition               | \$            |
| Construction                   | \$            |
| Equipment                      | \$            |
| Other                          | \$            |
| <b>Total</b>                   | <b>\$ TBD</b> |

## FUTURE PROJECT LIST

## FUTURE PROJECT: FERNVIEW DRIVE / BELLERIVE ESTATES DRIVE SIDEWALK

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |           |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|-----------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future    |
| \$700,000          | TBD                    | TBD        | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | \$700,000 |

**Project Description:**

The project will involve the addition of a sidewalk along Fernview Drive and Bellerive Estates Drive to connect the sidewalk on Mason Manor Drive to Olive Boulevard. These streets serve as the main roadway for much of the residential area in Ward 4 and have recently been reclassified as “minor collectors.” This reclassification allows for roadway and sidewalk improvements to be considered for federal grants.

**Existing Condition:**

No sidewalk currently exists along Fernview Drive or Bellerive Estates Drive, and no continuous sidewalk exists through the surrounding residential neighborhoods.

**Justification:** *Public Safety; Availability of Outside Funding*

The addition of a sidewalk along both Fernview Drive and Bellerive Estates Drive would provide a designated area for pedestrians that would be safer than the street, which is the only current option. Fernview Drive and Bellerive Estates Drive are each listed as “third priority” in the Creve Coeur Pedestrian Plan.

**Operating Budget Impact:**

This sidewalk would not significantly impact the City’s operating budget, but maintaining the sidewalk as an accessible pedestrian route would eventually become part of the capital improvement program.

**Comments:**

The proposed sidewalk would pass through approximately 50 properties. It is likely that the City would need to acquire easements from some of the affected property owners in order to adjust the lawns and driveways to allow the sidewalk to pass through. Fernview Drive and Bellerive Estates Drive were recently reclassified as “minor collector” roadways, a classification which qualifies these streets for federal grant assistance. The City would likely apply for a federal Transportation Alternatives Program grant for this project. This grant would require an aggressive schedule for easement acquisition.

**Expenditure Type:**

|                                |                   |
|--------------------------------|-------------------|
| Planning, Design & Engineering | \$ 100,000        |
| Land Acquisition               | \$ 100,000        |
| Construction                   | \$ 500,000        |
| Equipment                      | \$                |
| Other                          | \$                |
| <b>Total</b>                   | <b>\$ 700,000</b> |



## FUTURE PROJECT LIST

## FUTURE PROJECT: FERNVIEW AT OLIVE INTERSECTION IMPROVEMENTS

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |           |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|-----------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future    |
| \$850,000          | TBD                    | TBD        | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | \$850,000 |

**Project Description:**

This project involves improvements to the intersection of Fernview Drive at Olive Boulevard, including new traffic signals, pavement widening, pedestrian facilities, and illuminated street name signs.

**Existing Condition:**

The intersection of Fernview Drive and Olive Boulevard has old traffic signal equipment and poor islands and grades, and these conditions combine to create a barrier for future sidewalk projects along Olive Boulevard and along Fernview Drive.

**Justification:** *Public Safety; Availability of Outside Funding; Condition of Existing Facility*

The intersection improvements at Fernview and Olive would allow for pedestrian improvements where no pedestrian facilities currently exist.

**Operating Budget Impact:**

The City would need to maintain illuminated street name signs and other non-standard items added to the intersection of Fernview and Olive, but this expense is expected to be minimal.

**Comments:**

Olive Boulevard is owned and maintained by the Missouri Department of Transportation and this project would require MoDOT approval and permitting. Olive Boulevard and Fernview Drive qualify for federal grant assistance. The City could receive up to 80% reimbursement for costs related to this project if such a grant was awarded.

**Expenditure Type:**

|                                |                   |
|--------------------------------|-------------------|
| Planning, Design & Engineering | \$ 100,000        |
| Land Acquisition               | \$                |
| Construction                   | \$ 750,000        |
| Equipment                      | \$                |
| Other                          | \$                |
| <b>Total</b>                   | <b>\$ 850,000</b> |

## FUTURE PROJECT LIST

## FUTURE PROJECT: GOLF COURSE STORMWATER SYSTEM IMPROVEMENTS

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share  | Estimated Total Capital Costs |         |         |         |         |         |             |
|--------------------|------------------------|-------------|-------------------------------|---------|---------|---------|---------|---------|-------------|
|                    |                        |             | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future      |
| \$1,200,000        | \$0                    | \$1,200,000 | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | \$1,200,000 |

**Project Description:**

The scope of this project includes those improvements to the lakes and drainage channels at the Creve Coeur Golf Course that have been identified but not included in the five-year CIP projections. Future projects include: dam replacement, south channel improvements, silt removal of the center two lakes, and replacing the gabion rock lining the lakes with boulders and aquatic plants.

**Existing Condition:**

The lake system that runs through the Creve Coeur Golf Course was originally constructed as a series of stormwater detention lakes as part of the Creve Coeur Executive Office Park development, which is immediately north of the golf course. The dam at the south end of this system has failed, and the lakes have accumulated silt and are no longer deep enough to allow for fountains or to be healthy enough to resist algae growth during the summer.

**Justification:** *Condition of Existing Facility; Beautification, Citizen Demand*

The lakes are filling in with silt and debris, which must be removed to restore adequate water depth to support healthy ponds that continue to function as settlement basins. Suspended solids are significant pollutants in stormwater runoff, and settling ponds are recommended at the upstream end of a retention/detention system to allow the solids to settle out of the stormwater before the water flows into area creeks and streams.

**Operating Budget Impact:**

The anticipated maintenance costs for the stormwater facilities are expected to be approximately \$15,000 per year for the next 20 years.

**Comments:**

Significant improvements are proposed for the lake system in FY2017-FY2019, including a stabilization repair for the dam, silt removal from the southern-most and northern-most lakes, fore bay system for the north pond, and repairs to the stone retaining wall at the north pond.

**Expenditure Type:**

|                                |                     |
|--------------------------------|---------------------|
| Planning, Design & Engineering | \$ 100,000          |
| Land Acquisition               | \$                  |
| Construction                   | \$ 1,100,000        |
| Equipment                      | \$                  |
| Other                          | \$                  |
| <b>Total</b>                   | <b>\$ 1,200,000</b> |



## FUTURE PROJECT LIST

## FUTURE PROJECT: HIBLER ROAD RECONSTRUCTION – EAST OF FALAISE

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |           |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|-----------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future    |
| \$800,000          | \$0                    | \$800,000  | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | \$800,000 |

**Project Description:**

The scope of this project involves the realignment of the vertical profile of the street, roadway widening, sidewalk construction, and curb installation. New stormwater facilities and utility relocation would be required to accommodate improvements.

**Existing Condition:**

This section of Hibler Road is a narrow, two-lane asphalt road with small ditches along each side for drainage. On each side of the road, there are trees immediately adjacent to the pavement that form a small wooded area of common ground for neighboring subdivisions.

**Justification:** *Public Safety; Condition of Existing Facility*

Reconstructing this section of road would improve the pavement condition and improve safety by increasing sight distance at the hills, removing trees, widening the road, installing curbs, and adding pedestrian access. Hibler Road is identified as a “third priority” in the Creve Coeur Pedestrian Plan.

**Operating Budget Impact:**

Minimal impact to the operating budget is anticipated for the roadway, but ongoing maintenance of features to clean stormwater runoff may be necessary. The costs associated with this maintenance will depend upon the type and scope of the water-quality infrastructure that is required.

**Comments:**

The City will be required to include water-quality infrastructure into the project due to the roadway reconstruction and the addition of curbing and stormwater facilities. Additional right of way and utility relocation appear to be necessary for any widening east of Hibler Oaks Drive.

**Expenditure Type:**

|                                |                   |
|--------------------------------|-------------------|
| Planning, Design & Engineering | \$ 100,000        |
| Land Acquisition               | \$ 200,000        |
| Construction                   | \$ 500,000        |
| Equipment                      | \$                |
| Other                          | \$                |
| <b>Total</b>                   | <b>\$ 800,000</b> |

## FUTURE PROJECT LIST

## FUTURE PROJECT: LADUE ROAD IMPROVEMENTS AT I-270

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |         |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|---------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future  |
| UNKNOWN            | TBD                    | TBD        | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | UNKNOWN |

**Project Description:**

The project will require the evaluation of the traffic flow of Ladue Road between New Ballas Road and Coeur de Ville Drive, including the Ladue Road interchange at Interstate 270. Following the traffic study, the project would involve the design and construction of improvements to provide better traffic management and access to get on and off I-270.

**Existing Condition:**

Ladue Road intersects New Ballas Road, Emerson Road, Interstate 270, and Coeur de Ville within a quarter of a mile. This area is heavily used during morning and evening rush hours as commuters use this route for work, local hospitals, and schools. Turning lane lengths are generally inadequate to accommodate this congestion, and several of the turning movements from these intersections are in conflict.

**Justification:** *Public Safety; Condition of Existing Facility*

The existing intersection and roadway configuration causes traffic congestion and difficulties navigating across lanes of traffic to gain access to I-270. Improvement of access to Interstate 270 at Ladue Road would provide motorists with a better alternative to access the highway and could relieve pressure at the Olive/270 interchange.

**Operating Budget Impact:**

The City will be required to maintain any decorative and/or non-standard facilities that are installed within the rights of way of the Missouri Department of Transportation (MoDOT), including Interstate 270, Emerson Road, Ladue Road, and Coeur de Ville Drive.

**Comments:**

Interstate 270, Emerson Road, Ladue Road, and Coeur de Ville Drive are owned and maintained by MoDOT, and improvements to these roadways will require MoDOT approval. The City will explore grant and cost-sharing opportunities to implement this project. If changes are required to the I-270 overpass at Ladue Road, the scale and cost of this project will likely exceed what can be expected to receive federal funding through the Surface Transportation Program, which is typically sought for major roadway projects. Other funding sources may be required.

**Expenditure Type:**

|                                |               |
|--------------------------------|---------------|
| Planning, Design & Engineering | \$            |
| Land Acquisition               | \$            |
| Construction                   | \$            |
| Equipment                      | \$            |
| Other                          | \$            |
| <b>Total</b>                   | <b>\$ TBD</b> |



## FUTURE PROJECT LIST

## FUTURE PROJECT: LINDBERGH PEDESTRIAN BRIDGE/LIGHT INDUSTRIAL DISTRICT STREETScape CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |              |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|--------------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future       |
| >3,000,000         | TBD                    | TBD        | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | >\$3,000,000 |

**Project Description:**

A pedestrian bridge is contemplated over Lindbergh Boulevard to link the plant science and light industrial areas to the services west of Lindbergh Boulevard. Sidewalks, street lights, and new road surfaces are also needed.

**Existing Condition:**

There is currently no pedestrian connection across the interchange of Olive Boulevard and Lindbergh Boulevard. The road surfaces are severely broken in many locations and the street lights are present only in limited locations.

**Justification:** *Beautification; Citizen Demand; Condition of Existing Facility; Availability of Outside Funding*

There is increasing development pressure on the "LI" Light Industrial District to convert properties to high-tech. This area promises to be a significant benefit to community identity and economic development; however, the current conditions are not attractive to these uses. Proposed improvements are supported by the 2002 Comprehensive Plan. The sidewalk bridge would connect the sidewalks on Olive Boulevard on either side of the Lindbergh Boulevard interchange. The Creve Coeur Pedestrian Plan lists sidewalks along Olive Boulevard are listed as "first priority" and sidewalks along Old Olive Street Road and Lindbergh Boulevard as "second priority."

**Operating Budget Impact:**

The City will be required to maintain any decorative and/or non-standard facilities that are installed within the Olive Boulevard, Old Olive Street Road, and Lindbergh Boulevard rights of way.

**Comments:**

The Missouri Department of Transportation (MoDOT) owns and operates Olive Boulevard, Old Olive Street Road, and Lindbergh Boulevard. MoDOT would require the City enter into a maintenance agreement for any decorative and/or non-standard items. This project requires MoDOT approval and permitting. Grant funding is available for this sort of a project, but the City would likely need to contribute more than 50% of the cost in order to receive a grant.

**Expenditure Type:**

|                                |                         |
|--------------------------------|-------------------------|
| Planning, Design & Engineering | \$                      |
| Land Acquisition               | \$                      |
| Construction                   | \$                      |
| Equipment                      | \$                      |
| Other                          | \$                      |
| <b>Total</b>                   | <b>\$ &gt;3,000,000</b> |

## FUTURE PROJECT LIST

## FUTURE PROJECT: LINDBERGH STREETScape ENHANCEMENT PROJECT

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |             |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|-------------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future      |
| \$1,600,000        | \$0                    | \$0        | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | \$1,600,000 |

**Project Description:**

This project would aim to improve the appearance of the Lindbergh Boulevard corridor with a variety of street-enhancement elements, such as: landscape beds and tree plantings at the Olive/Lindbergh interchange, sandblasting old paint off the concrete median and applying stain, painting the signal mast arms and overhead signs black, and installing illuminated street name signs. These efforts would likely be in conjunction with the envisioned "39 North" plant science district.

**Existing Condition:**

For the most part, Lindbergh Boulevard is a four-lane road with a concrete barrier as a median between the northbound and southbound lanes. The traffic signals are old and either galvanized or painted yellow. There is an asphalt pedestrian path on each side of the road in the shoulder area.

**Justification:** *Beautification, Citizen Demand; Economic Growth*

Lindbergh Boulevard is one of the principal corridors near the eastern city limits of Creve Coeur. Streetscape enhancements may be helpful in attracting businesses and/or visitors to the city and the project has been recommended by some citizens. Proposed improvements are part of the 2003 Lindbergh Streetscape Master Plan.

**Operating Budget Impact:**

Depending on whether irrigation is included as part of this project, and the amount of landscaping that is installed, annual maintenance costs could be significant. The City would need to pay ongoing electrical expenses for any lighting that is installed, as well as maintenance costs for any decorative or non-standard items.

**Comments:**

City staff will continue to pursue grants and partnerships to assist with the cost to construct some or all of the designed improvements. The Missouri Department of Transportation (MoDOT) owns and operates Lindbergh Boulevard. MoDOT will require that the City enter into a maintenance agreement for any decorative and/or non-standard items. This project will require MoDOT approval and permitting.

**Expenditure Type:**

|                                |                     |
|--------------------------------|---------------------|
| Planning, Design & Engineering | \$ 100,000          |
| Land Acquisition               | \$                  |
| Construction                   | \$ 1,500,000        |
| Equipment                      | \$                  |
| Other                          | \$                  |
| <b>Total</b>                   | <b>\$ 1,600,000</b> |



## FUTURE PROJECT LIST

## FUTURE PROJECT: MASON ROAD SIDEWALK INFILL (GRANT MATCH)

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |           |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|-----------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future    |
| \$460,000          | TBD                    | \$460,000  | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | \$450,000 |

**Project Description:**

The project involves the City's participation in a joint, four-phase project with Saint Louis County and the City of Town and Country to create a continuous pedestrian route along Mason Road between Clayton Road and Olive Boulevard. The amount of \$450,000 represents the estimated Creve Coeur portion of the grant match for a St. Louis County project, plus \$10,000 for the City's share of the cost to develop a concept plan for the sidewalk. The actual contributions to the project will be programmed into the appropriate fiscal years if the partnership is successful in obtaining a federal grant for the various phases of the project.

**Existing Condition:**

No continuous sidewalk currently exists along Mason Road from Conway Road to Olive Boulevard. Gaps are present between Conway Road and Ladue Road and then for much of Mason Road between Ladue Road and Hibler Road.

**Justification:** *Public Safety; Coordination; Availability of Outside Funding; Citizen Demand*

This project will provide pedestrian accessibility along Mason Road where few pedestrian facilities currently exist. Completion of the sidewalk along Mason Road identified as a "Second Priority" project in the Creve Coeur Pedestrian Plan.

**Operating Budget Impact:**

None.

**Comments:**

Mason Road is owned and maintained by Saint Louis County. The City and the City of Town and Country developed a conceptual design plan for a continuous pedestrian route along Mason Road from Clayton Road to Olive Boulevard. The City may become involved in three of the four phases of the Mason Road pedestrian improvements. St. Louis County has recently been awarded a federal grant to provide new sidewalks at the intersections of Mason Road with Conway Road. Future improvements to the Mason Road sidewalk will qualify for federal grant assistance, which would likely come through the Transportation Alternatives Program. This program is available only when funding allows.

**Expenditure Type:**

|                                |                   |
|--------------------------------|-------------------|
| Planning, Design & Engineering | \$ 10,000         |
| Land Acquisition               | \$                |
| Construction                   | \$ 450,000        |
| Equipment                      | \$                |
| Other                          | \$                |
| <b>Total (Grant Match)</b>     | <b>\$ 460,000</b> |

## FUTURE PROJECT LIST

## FUTURE PROJECT: MILLENNIUM PARK PARKING LOT LIGHTING

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |          |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|----------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future   |
| \$75,000           | \$0                    | \$75,000   | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | \$75,000 |

**Project Description:**

The project would involve adding lights to the parking lot at Millennium Park. These lights would be of the same style and would resemble the layout of the parking lot lights of the new Barnes Jewish Hospital parking lots adjacent to the Millennium Park lot.

**Existing Condition:**

The Millennium Park parking lot is currently not lit.

**Justification:** *Public Safety; Coordination*

Parking lot lighting will improve public safety for the lot in the evenings and will make the lighting consistent between the new and existing parking lots.

**Operating Budget Impact:**

There will be an on-going electrical bill for the lights, but this cost is expected to be low.

**Comments:**

None.

**Expenditure Type:**

|                                |                  |
|--------------------------------|------------------|
| Planning, Design & Engineering | \$ 5,000         |
| Land Acquisition               | \$               |
| Construction                   | \$               |
| Equipment                      | \$ 70,000        |
| Other                          | \$               |
| <b>Total</b>                   | <b>\$ 75,000</b> |



## FUTURE PROJECT LIST

## FUTURE PROJECT: OFFICE PARK SIDEWALK IMPROVEMENTS (DESIGN + GRANT MATCH)

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |           |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|-----------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future    |
| \$335,000          | TBD                    | \$335,000  | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | \$335,000 |

**Project Description:**

The project will involve sidewalk and curb replacement along Olde Cabin Road, Office Parkway, and Craig Road within the Creve Coeur Executive Office Park. The new sidewalk would be increased to six feet wide to be consistent with the Creve Coeur Pedestrian Plan and would include sidewalk lighting. The City intends to pursue a federal Transportation Alternatives Program grant for this project. The amounts shown represent the City's portion of the project, which are anticipated to be approximately 35% of the total project cost. The actual costs of the project will be included in future years if the grant is awarded.

**Existing Condition:**

The sidewalks within the Office Park are generally structurally sound, but these sidewalks are not technically accessible and are not as would be required by the City's current sidewalk standards. Few pedestrian crossings exist in this area.

**Justification:** *Condition of Existing Facility; Coordination; Economic Development; Availability of Outside Funding*

The roads and sidewalks within the Creve Coeur Executive Office Park are heavily used by the businesses located there and serve as the means to access the City's Dielmann Recreational Complex. Maintenance of the pavement will be needed soon, and any further roadway improvements to the streets in the Office Park would require that the City address the accessibility issues along the sidewalks at the same time. Sidewalks along Craig Road (South of Olive), Office Parkway, and Olde Cabin Road are listed as "third priority" sidewalks in the Creve Coeur Pedestrian Plan.

**Operating Budget Impact:**

None.

**Comments:**

These sidewalk improvements qualify for federal grant assistance, but an application failed in FY2016. Staff estimates that this project would qualify for approximately \$500,000 - \$600,000 in grant assistance.

**Expenditure Type:**

|                                     |                   |
|-------------------------------------|-------------------|
| Planning, Design & Engineering      | \$ 75,000         |
| Land Acquisition                    | \$ 20,000         |
| Construction                        | \$ 240,000        |
| Equipment                           | \$                |
| Other                               | \$                |
| <b>Total (Design + Grant Match)</b> | <b>\$ 335,000</b> |

## FUTURE PROJECT LIST

# FUTURE PROJECT: NEW BALLAS ROAD/OLIVE BOULEVARD INTERSECTION IMPROVEMENTS

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |             |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|-------------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future      |
| \$1,750,000        | TBD                    | TBD        | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | \$1,750,000 |

**Project Description:**

This project will improve the geometry of the intersection by re-aligning lanes and extending right turn lanes. As an additional improvement, the existing traffic signals will be replaced with new black powder-coated posts and mast arms, and updated pedestrian signals.

**Existing Condition:**

The New Ballas Road lane alignment is offset between the north and south sides of Olive Boulevard. The traffic signal equipment is getting older and will soon require replacement. Pedestrian facilities at this intersection are limited, and the existing signal equipment and medians force the one crosswalk across Olive to be crooked.

**Justification:** *Public Safety; Condition of Existing Facility; Availability of Outside Funding*

The intersection of Olive Boulevard and North New Ballas Road is one of the principal intersections in the City. The equipment is outdated and the geometry and visibility of the intersection pose potential hazards. Improvements to this intersection would also impact and improve the pedestrian crossings. Sidewalks along both Olive Boulevard and North New Ballas Road are listed at "first priority" in the Creve Coeur Pedestrian Plan.

**Operating Budget Impact:**

No significant operating budget increase is anticipated to result from this project.

**Comments:**

Olive Boulevard is owned and maintained by the Missouri Department of Transportation and this project would require MoDOT approval and permitting. Olive Boulevard and New Ballas Road qualify for federal grant assistance. The City could receive up to 80% reimbursement for costs related to this project if such a grant were awarded.

**Expenditure Type:**

|                                |                     |
|--------------------------------|---------------------|
| Planning, Design & Engineering | \$ 200,000          |
| Land Acquisition               | \$ 50,000           |
| Construction                   | \$ 1,500,000        |
| Equipment                      | \$                  |
| Other                          | \$                  |
| <b>Total</b>                   | <b>\$ 1,750,000</b> |

## FUTURE PROJECT LIST

## FUTURE PROJECT: NEW BALLAS ROAD SIDEWALK PHASE II

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |           |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|-----------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future    |
| \$340,000          | TBD                    | TBD        | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | \$340,000 |

**Project Description:**

This project is designed to fill in gaps in the pedestrian network on the west side of New Ballas Road from Rocky Road to Ladue Road.

**Existing Condition:**

The sidewalk on the west side of New Ballas Road has number of gaps between Rocky Drive and Ladue Road. The City and DeSmet Jesuit High School constructed a sidewalk along the Post Office frontage and across DeSmet frontage. No sidewalk exists between Rocky Drive and the Post Office and from Emerald Green south to Ladue Road.

**Justification:** *Public Safety; Citizen Demand; Availability of Outside Funding*

Providing a sidewalk where none exists would improve accessibility and protect the general public walking along the area. New Ballas Road is identified as a "first priority" in the Creve Coeur Pedestrian Plan.

**Operating Budget Impact:**

None.

**Comments:**

It will be necessary to obtain easements for this project. New Ballas Road is classified as a minor arterial roadway and therefore qualifies for federal grant assistance for roadway and sidewalk projects.

Phase "2A" is included as a design and grant application in FY2017. If successful, this project would involve creating a portion of this sidewalk from Ladue Road to the existing sidewalk at DeSmet High School.

**Expenditure Type:**

|                                |                   |
|--------------------------------|-------------------|
| Planning, Design & Engineering | \$ 40,000         |
| Land Acquisition               | \$                |
| Construction                   | \$ 300,000        |
| Equipment                      | \$                |
| Other                          | \$                |
| <b>Total</b>                   | <b>\$ 340,000</b> |



## FUTURE PROJECT LIST

## FUTURE PROJECT: OFFICE PARK ROADWAY AND SIDEWALK IMPROVEMENTS

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |           |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|-----------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future    |
| \$1,250,000        | TBD                    | TBD        | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | 1,250,000 |

**Project Description:**

The project will involve asphalt pavement resurfacing and sidewalk replacement along Olde Cabin Road, Office Parkway, and Craig Road within the Creve Coeur Executive Office Park. The new sidewalk would be increased to six feet wide to be consistent with the Creve Coeur Pedestrian Plan and would include sidewalk lighting.

**Existing Condition:**

The pavement within the Creve Coeur Executive Office Park is generally in good condition, although the micro-surfacing from 2011 has begun to wear off. The sidewalks within the Office Park are generally structurally sound, but these sidewalks are not technically accessible. Any further micro-surfacing or resurfacing would require that the City address the accessibility issues along the sidewalk at the same time.

**Justification:** *Condition of Existing Facility; Coordination; Economic Development; Availability of Outside Funding*

The roads and sidewalks within the Creve Coeur Executive Office Park are heavily used by the businesses located there and serve as the means to access the City's Dielmann Recreational Complex. Maintenance of the pavement will be needed soon, and the scope of the sidewalk improvements and the longer life of the pavement resurfacing make a resurfacing project for the pavement repairs more logical than another surface treatment. Sidewalks along Craig Road (South of Olive), Office Parkway, and Olde Cabin Road are listed as "third priority" sidewalks in the Creve Coeur Pedestrian Plan.

**Operating Budget Impact:**

None.

**Comments:**

The cost breakdown for the project includes approximately 75% for sidewalk replacement, lighting, and curbing, and 25% for pavement resurfacing. These sidewalk improvements qualify for federal grant assistance, but an application failed in 2015. Staff estimates that this project would qualify for approximately \$500,000 - \$600,000 in grant assistance.

**Expenditure Type:**

|                                |                     |
|--------------------------------|---------------------|
| Planning, Design & Engineering | \$ 100,000          |
| Land Acquisition               | \$                  |
| Construction                   | \$ 1,150,000        |
| Equipment                      | \$                  |
| Other                          | \$                  |
| <b>Total</b>                   | <b>\$ 1,250,000</b> |

## FUTURE PROJECT LIST

## FUTURE PROJECT: PARK PLAYGROUND SAFETY SURFACE REPAIRS

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |          |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|----------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future   |
| \$75,000           | TBD                    | TBD        | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | \$75,000 |

**Project Description:**

This project involves the replacement of damaged areas and rejuvenation of the rubberized safety surface beneath the City's playgrounds. The playground at Millennium Park has the most urgent need, and replacement of this safety surface is scheduled for FY2017. Several other playgrounds will require attention in the near future.

**Existing Condition:**

The City has four playgrounds in three parks that use a rubberized safety surface to provide the required fall protection against injury if a child were to fall off of a playground or swing set. The surfaces in Millennium Park were installed in 2002 and 2006, Beirne Park in 2009, and Conway Park in 2011. These surfaces begin to show significant wear after about 10-12 years of use, at which time replacement or significant maintenance is recommended.

**Justification:** *Public Safety; Availability of Outside Funding; Condition of Existing Facility*

Keeping the safety surface of the City's playgrounds in good condition is required for the continuing use of the playgrounds and the safety of the playgrounds' users.

**Operating Budget Impact:**

None.

**Comments:**

This work would qualify for grant funding through the Municipal Parks Grant program.

**Expenditure Type:**

|                                |           |               |
|--------------------------------|-----------|---------------|
| Planning, Design & Engineering | \$        |               |
| Land Acquisition               | \$        |               |
| Construction                   | \$        | 75,000        |
| Equipment                      | \$        |               |
| Other                          | \$        |               |
| <b>Total (Per Park)</b>        | <b>\$</b> | <b>75,000</b> |

## FUTURE PROJECT LIST

## FUTURE PROJECT: PUBLIC ART IN CITY PARKS AND PROPERTIES

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |        |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|--------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future |
| TBD                | TBD                    | TBD        | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | \$0    |

**Project Description:**

This project would involve commissioning, installing, and/or renting art pieces to be displayed on City properties and in the City's parks.

**Existing Condition:**

Several art pieces are currently on display at the Creve Coeur Government Center, Millennium Park, Conway Park, and Malcolm Terrace Park.

**Justification:** *Beautification; Citizen Demand*

The Creve Coeur Arts Committee seeks to identify locations and install art on public lands to further the goals of the Public Art Master Plan, which was approved in 2012.

**Operating Budget Impact:**

City staff will encourage the artists to incorporate ease of maintenance into his design. Ongoing maintenance of the art pieces may be required, but these costs are anticipated to be minimal.

**Comments:**

The art projects will require reviews from the Parks and Historic Preservation Committee (if located in a park) and the Arts Committee.

**Expenditure Type:**

|                                |               |
|--------------------------------|---------------|
| Planning, Design & Engineering | \$            |
| Land Acquisition               | \$            |
| Construction                   | \$            |
| Equipment                      | \$            |
| Other                          | \$            |
| <b>Total</b>                   | <b>\$ TBD</b> |



## FUTURE PROJECT LIST

## FUTURE PROJECT: PUBLIC WORKS EQUIPMENT STORAGE BUILDING

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |           |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|-----------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future    |
| \$270,000          | TBD                    | TBD        | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | \$270,000 |

**Project Description:**

The project involves the planning, design, engineering and construction for the demolition of the existing residential structure at 1030 North Lindbergh Boulevard and construction of an equipment storage shed at this property. The new building will have a floor area of approximately 5,600 square feet and will house the City's leaf vacuums, limb chippers, and other equipment that is stored on this site when not in use. The total project cost is estimated to be \$270,000. Planning, design and engineering (\$30,000) will provide better estimates of cost to be programmed into the appropriate future fiscal year.

**Existing Condition:**

The existing house is deteriorated and has little value to the operations of the Public Works Department. The basement stays wet, the grading and the subsurface drains are such that storm water infiltrates through the back door of the basement, and the roof and chimney leak into the upstairs portion of the house. The site currently provides no shelter for the City's equipment that is stored there.

**Justification:** *Condition of Existing Facility; Operating Efficiency*

The existing structure on this site provides little benefit to the Public Works Department. The property at 1030 N. Lindbergh Blvd is used as an equipment storage lot, a transfer station for the leaf and limb collection programs, a project supply lot, and a restroom facility for City workers. Currently the equipment is stored outside in the elements, which cause accelerated aging through exposure to UV as well as extreme temperature change, rain, and snow.

**Operating Budget Impact:**

A new structure will have water, electric and sewer hookups, but monthly utility costs are expected to be minimal (approximately \$3,000/annually). The structure proposed would be a concrete block building with a metal roof requiring minimal maintenance. Another positive impact on the operating budget will be a reduction in maintenance on equipment as well as increasing its service life.

**Comments:**

None.

**Expenditure Type:**

|                                |                   |
|--------------------------------|-------------------|
| Planning, Design & Engineering | \$ 30,000         |
| Land Acquisition               | \$                |
| Construction                   | \$ 240,000        |
| Equipment                      | \$                |
| Other                          | \$                |
| <b>Total</b>                   | <b>\$ 270,000</b> |

## FUTURE PROJECT LIST

## FUTURE PROJECT: STUDDT EXTENSION – OLD BALLAS ROAD TO CRAIG ROAD

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |              |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|--------------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future       |
| >\$1,000,000       | \$0                    | \$0        | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | >\$1,000,000 |

**Project Description:**

This downtown plan recommended that Studdt Avenue be extended east beyond Old Ballas Road, to Craig Road. This will require the purchase of the office building at 677 Craig Road prior to construction of the road.

**Existing Condition:**

The office property is in fair condition but is small and does not appear to be fully occupied. It is appraised by the St. Louis County Assessor at \$812,900 in 2015. There is no right-of-way present and no reusable pavement.

**Justification:** *Public Safety; Condition of Existing Facility*

The intersection of North New Ballas Road and Olive Boulevard has a very low level of service for those going northbound to Olive Boulevard. Extending Studdt Avenue would draw motorists well east of New Ballas Road, through the future downtown area, before turning on Craig Road to reach Olive Boulevard. Connecting Studdt Avenue to Craig Road will also extend alternate access to the Creve Coeur Fire Department. Proposed improvements are supported by the 2005 Creve Coeur Central Business District Land Use Plan.

**Operating Budget Impact:**

Unknown.

**Comments:**

None.

**Expenditure Type:**

|                                |                         |
|--------------------------------|-------------------------|
| Planning, Design & Engineering | \$                      |
| Land Acquisition               | \$                      |
| Construction                   | \$                      |
| Equipment                      | \$                      |
| Other                          | \$                      |
| <b>Total</b>                   | <b>\$ &gt;1,000,000</b> |

## FUTURE PROJECT LIST

## FUTURE PROJECT: WEST OLIVE MEDIAN IRRIGATION CONTROL

## CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |          |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|----------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future   |
| \$40,000           | TBD                    | \$40,000   | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | \$40,000 |

**Project Description:**

This project will involve evaluating the City's existing irrigation control system for the landscaped medians along Olive Boulevard from Cross Creek Drive to Mason Road. Following the evaluation, the project would include making adjustments or replacements to the system to make it function properly and efficiently.

**Existing Condition:**

The plants in the landscaped medians of Olive Boulevard rely upon an irrigation system to survive. The median irrigation control system is not fully connected to the irrigation system and does not function as it was intended. The system is currently running off of batteries and is often operated manually, which can be daily, on-site operation of the system at certain times of the year.

**Justification:** *Condition of Existing Facility; Economic Development; Beautification*

The City has invested in and takes pride in its landscaped medians. A functional irrigation system is vital to keeping the plants in the medians alive and thriving. .

**Operating Budget Impact:**

On-site staff operation of the irrigation system, and the staff time needed for the traffic control and the safety concerns about working in the Olive medians, could be avoided with a wireless operational system that allows for controlling the system from an office.

**Comments:**

Proper functionality of the irrigation system is recommended prior to implementing any new, long-term planting plans for the Olive medians.

**Expenditure Type:**

|                                |           |               |
|--------------------------------|-----------|---------------|
| Planning, Design & Engineering | \$        |               |
| Land Acquisition               | \$        |               |
| Construction                   | \$        |               |
| Equipment                      | \$        | 40,000        |
| Other                          | \$        |               |
| <b>Total</b>                   | <b>\$</b> | <b>40,000</b> |



## FUTURE PROJECT LIST

## FUTURE PROJECT: WEST OLIVE MEDIAN ENHANCEMENTS PHASE II (MASON TO FERNVIEW) CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |             |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|-------------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future      |
| \$2,200,000        | \$0                    | \$0        | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | \$2,200,000 |

**Project Description:**

This project includes the construction of landscaped medians with decorative lighting in the medians along Olive Boulevard. Additional right-turn lanes may also be constructed to help manage traffic at signalized intersections. Replacement of traffic control signals with an upgraded black powder coat, Accessible Pedestrian Signals/cross walk signals, and illuminated street name signs are also planned as part of this project.

**Existing Condition:**

Olive Boulevard from Mason Road west to Fernview Drive is typically four lanes wide with a two-way lane between the east-bound and west-bound lanes. There are many points to make left turns to either the north or south, thus causing congestion and safety concerns.

**Justification:** *Public Safety; Economic Development; Beautification*

Olive Boulevard serves as a principal roadway in Creve Coeur. Improvements to the traffic flow and aesthetics along Olive will benefit many residents and visitors to the City.

**Operating Budget Impact:**

The City will be required to maintain any decorative and/or non-standard facilities that are installed within the Olive Boulevard right of way.

**Comments:**

The Missouri Department of Transportation (MoDOT) owns and operates Olive Boulevard. MoDOT will require that the City enter into a maintenance agreement for any decorative and/or non-standard items. This project will require MoDOT approval and permitting.

**Expenditure Type:**

|                                |                     |
|--------------------------------|---------------------|
| Planning, Design & Engineering | \$ 200,000          |
| Land Acquisition               | \$                  |
| Construction                   | \$ 2,000,000        |
| Equipment                      | \$                  |
| Other                          | \$                  |
| <b>Total</b>                   | <b>\$ 2,200,000</b> |

## FUTURE PROJECT LIST

## FUTURE PROJECT: WEST OLIVE SIDEWALK CONCEPT STUDY (MASON TO WEST CITY LIMIT) CAPITAL FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |          |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|----------|
|                    |                        |            | Prior Years                   | FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ | Future   |
| \$80,000           | \$0                    | \$80,000   | \$0                           | \$0     | \$0     | \$0     | \$0     | \$0     | \$80,000 |

**Project Description:**

The project involves engineering design services to evaluate the available options and to develop a preliminary plan to create a continuous, accessible pedestrian route along approximately 7,000 linear feet of the south side of Olive Boulevard, from Mason Road to Highway 141. Infill sidewalk and accessibility improvements will be needed between Mason Road and Fernview Drive, but intersection improvements, retaining walls, and a pedestrian crossing at Creve Coeur Creek will likely be required to extend the sidewalk to Highway 141.

**Existing Condition:**

No continuous sidewalk currently exists along the south side of Olive Boulevard between Mason Road and the west city limit near Highway 141. Significant obstacles to creating this sidewalk include the intersection of Olive at Fernview, the crossing of Creve Coeur Creek, and existing grades.

**Justification:** *Public Safety; Coordination; Availability of Outside Funding*

The project will add and improve pedestrian accessibility along Olive Boulevard. This project would qualify for a federal Transportation Alternatives Program grant due to the sidewalk improvements, and it may qualify for a federal Surface Transportation Program grant with the anticipated traffic signal and intersection improvements at Fernview and Olive. A concept plan will allow the City to understand the scope of work for this project and will assist the City in any grant application(s) for the project. This sidewalk is identified as a "first priority" in the Creve Coeur Pedestrian Plan.

**Operating Budget Impact:**

None.

**Comments:**

Olive Boulevard is owned and maintained by the Missouri Department of Transportation. The design for improvements along Olive will need to be approved by MoDOT. A portion of this concept design (from Fernview west to Mill Crossing) was developed in FY 2013-FY 2014, but this study was postponed indefinitely and was moved to a future project.

**Expenditure Type:**

|                                |                  |
|--------------------------------|------------------|
| Planning, Design & Engineering | \$ 80,000        |
| Land Acquisition               | \$               |
| Construction                   | \$               |
| Equipment                      | \$               |
| Other                          | \$               |
| <b>Total</b>                   | <b>\$ 80,000</b> |

**Additional Comments:**

The original intent was to develop a plan to create a continuous sidewalk along Olive Boulevard through both Creve Coeur and Chesterfield. Chesterfield informed the City in the fall of 2015 that they were no longer interested in participating in this plan, negating the overall goal for the project. Furthermore, with the cost of projects increasing, the City decided to focus on maintenance and improvements to the City's infrastructure, as opposed to a study in how to improve MoDOT's infrastructure.

# **POLICE BUILDING PROJECT FUND PROJECTS**

## **FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**

### **FISCAL YEARS 2018-2022**





**POLICE BUILDING PROJECT FUND****9501 – BUILDING & IMPROVEMENT PROJECTS**

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**POLICE BUILDING PROJECT FUND**

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**FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM****FISCAL YEARS 2018-2022**

## 9501 BUILDING &amp; IMPROVEMENT PROJECTS – 01

## OWNER'S REPRESENTATIVE AND PROJECT MANAGER

## POLICE BUILDING PROJECT FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |          |          |          |         |         |        |
|--------------------|------------------------|------------|-------------------------------|----------|----------|----------|---------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018  | FY 2019  | FY 2020  | FY 2021 | FY 2022 | Future |
| \$192,846          | \$0                    | \$192,846  | \$0 **                        | \$64,282 | \$64,282 | \$64,282 | \$0     | \$0     |        |

**Project Description:**

The residents of Creve Coeur passed Proposition P in FY2017 to provide funding for a new police station. The City has retained the services of Navigate Building Solutions to assist with managing the project for the new police building. Navigate will manage and coordinate the day-to-day activities of the design, bidding, and construction phases of the project.

**Existing Condition:**

City staff does not have the capacity to manage this project in addition to its existing responsibilities.

**Justification:** *Public Safety; Citizen Demand; Coordination; Operating Efficiency*

Hiring a consultant to assist with the new police building project will allow staff to maintain its current level of service for the City's other programs and services.

**Operating Budget Impact:**

The consultant will help limit the number of staff hours required for this project.

**Comments:**

\*\* The total contract with the Navigate Building Solutions is \$312,846. The City hired Navigate in FY2017 through the Capital Fund immediately following the passage of Proposition P to assist with initiating the architectural services for the project. \$120,000 was allocated from the Capital Fund in FY2017, and reimbursement for this cost is projected to be transferred to the Capital Fund from the Police Building Project Fund in FY2017.

**Expenditure Type:**

|                                |                   |
|--------------------------------|-------------------|
| Planning, Design & Engineering | \$ 192,846        |
| Land Acquisition               | \$                |
| Construction                   | \$                |
| Equipment                      | \$                |
| Other                          | \$                |
| <b>Total ** (See Comments)</b> | <b>\$ 192,846</b> |

## 9501 BUILDING &amp; IMPROVEMENT PROJECTS – 02

## PROFESSIONAL SERVICES

## POLICE BUILDING PROJECT FUND

| Total Project Cost | Outside Funding Source | City Share  | Estimated Total Capital Costs |           |           |         |         |         |        |
|--------------------|------------------------|-------------|-------------------------------|-----------|-----------|---------|---------|---------|--------|
|                    |                        |             | Prior Years                   | FY 2018   | FY 2019   | FY 2020 | FY 2021 | FY 2022 | Future |
| \$1,186,390        | \$0                    | \$1,186,390 | \$0                           | \$781,320 | \$405,070 | \$0     | \$0     | \$0     |        |

**Project Description:**

The residents of Creve Coeur passed Proposition P in FY2017 to provide funding for a new police station. Professional services will be required for the Police Building Project, including site survey, building design, site layout, permitting, bidding, and construction inspection. A majority of the design is expected to be completed in FY2018 with most of the testing and construction-related consulting in FY2019.

**Existing Condition:**

None.

**Justification:** *Public Safety; Citizen Demand; Coordination; Operating Efficiency*

These services are necessary for the Police Building Project, and staff does not have the capacity to provide these services.

**Operating Budget Impact:**

None.

**Comments:**

The estimate for these services includes a design contingency of approximately 5% of the estimated construction cost. This contingency would provide for services that are needed to evaluate and resolve additional or unforeseen issues with the project.

**Expenditure Type:**

|                                |                     |
|--------------------------------|---------------------|
| Planning, Design & Engineering | \$ 792,500          |
| Land Acquisition               | \$                  |
| Construction                   | \$                  |
| Equipment                      | \$                  |
| Other (Contingency)            | \$ 393,890          |
| <b>Total</b>                   | <b>\$ 1,186,390</b> |



## 9501 BUILDING &amp; IMPROVEMENT PROJECTS – 03

## SITEWORK AND BUILDING CONSTRUCTION

## POLICE BUILDING PROJECT FUND

| Total Project Cost | Outside Funding Source | City Share  | Estimated Total Capital Costs |             |             |           |         |         |        |
|--------------------|------------------------|-------------|-------------------------------|-------------|-------------|-----------|---------|---------|--------|
|                    |                        |             | Prior Years                   | FY 2018     | FY 2019     | FY 2020   | FY 2021 | FY 2022 | Future |
| \$8,781,827        | \$0                    | \$8,781,827 | \$0                           | \$3,935,384 | \$4,325,384 | \$521,059 | \$0     | \$0     |        |

**Project Description:**

The residents of Creve Coeur passed Proposition P in FY2017 to provide funding for a new police station. This phase of the project includes the sitework and building construction for the Police Building Project and various accessibility and security improvements to the Creve Coeur Government Center. Sitework is expected to be complete in FY2018, building construction is expected to be complete in FY2019, and accessibility, safety, and security improvements to the Government Center are expected in FY2020.

**Existing Condition:**

The existing Police Department is housed in the Creve Coeur Government Center building, and the existing facilities were found to be inadequate and inefficient to renovate.

**Justification:** *Public Safety; Citizen Demand; Coordination; Operating Efficiency*

A new police building was found to be the most appropriate means to provide for the current and future needs of the Police Department, which will allow the Police Department to continue to provide excellent services to the residents of Creve Coeur.

**Operating Budget Impact:**

None.

**Comments:**

The construction costs include the following major aspects:

|                                                          |                     |
|----------------------------------------------------------|---------------------|
| • Sitework.....                                          | \$ 1,334,209        |
| • Building Construction .....                            | \$ 6,142,669        |
| • Construction Contingency (5%) .....                    | \$ 393,890          |
| • Equipment, Furniture, and Technology .....             | \$ 390,000          |
| • Accessibility, Safety, and Security Improvements ..... | \$ 521,059          |
|                                                          | <b>\$ 8,781,827</b> |

**Expenditure Type:**

|                                |           |                  |
|--------------------------------|-----------|------------------|
| Planning, Design & Engineering | \$        |                  |
| Land Acquisition               | \$        |                  |
| Construction                   | \$        | 7,476,878        |
| Access., Safety, Security Imp. | \$        | 521,059          |
| Equipment                      | \$        | 390,000          |
| Other (Contingency)            | \$        | 393,890          |
| <b>Total</b>                   | <b>\$</b> | <b>8,781,827</b> |

## 9501 BUILDING &amp; IMPROVEMENT PROJECTS – 04

## BOND FINANCING

## POLICE BUILDING PROJECT FUND

| Total Project Cost | Outside Funding Source | City Share | Estimated Total Capital Costs |         |         |         |         |         |        |
|--------------------|------------------------|------------|-------------------------------|---------|---------|---------|---------|---------|--------|
|                    |                        |            | Prior Years                   | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | Future |
| \$135,000          | \$0                    | \$135,000  | \$135,000                     | \$0     | \$0     | \$0     | \$0     | \$0     |        |

**Project Description:**

The residents of Creve Coeur passed Proposition P in FY2017 to provide funding for a new police station. This aspect of the project includes the costs associated with issuing and managing the bonds for the project.

**Existing Condition:**

None.

**Justification:** *Public Safety; Citizen Demand; Coordination; Operating Efficiency*

These services are necessary to manage the bond measure that was approved by Proposition P.

**Operating Budget Impact:**

None.

**Comments:**

\$135,000 is estimated to be needed for the underwriting and issuance of the bonds in FY2017.

**Expenditure Type:**

|                                |           |                |
|--------------------------------|-----------|----------------|
| Planning, Design & Engineering | \$        |                |
| Land Acquisition               | \$        |                |
| Construction                   | \$        |                |
| Equipment                      | \$        |                |
| Other (Financing)              | \$        | 135,000        |
| <b>Total (FY2017)</b>          | <b>\$</b> | <b>135,000</b> |

**Exhibit C**  
**CAPITAL IMPROVEMENT PROGRAM FISCAL YEARS 2018-2022**  
**CITIZEN RECOMMENDATIONS & STAFF RESPONSES**

**12 Property Owners on Fairways Circle (received 6/2016)**

- The fence along Fairways Circle and adjacent to the Creve Coeur golf course is beyond repairs due to aging, rust and overgrowth. The only solution is to replace the fence with a new one.
  - **Staff Response (submitted 1/2017):** The fence along the east side of the Creve Coeur Golf Course will be replaced in early 2017. The City was successful in obtaining a Municipal Park Grant to make this and other improvements to the golf course. The fence replacement was a known need for the golf course, but the subdivision's support for the work encouraged the City to include it as part of the project.

**Peter Wittenberg, 124 Bellington Lane (received 6/12/2016)**

- No pedestrian crosswalk at Olive and Old Olive, Unsafe intersection - there is no crosswalk marking from the southeast corner across Olive and no walk light. Add a pedestrian crosswalk and protected walk light across Olive from the mall to Schnucks.
  - **Staff Response (submitted 1/3/2017)** - This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. A new crosswalk across Olive is not planned through the current project, and City staff understands that this would be due to the combination of the width of Olive at this location and the lack of a wide enough median to provide a refuge island for the crosswalk. The nearest pedestrian crossing would be at Olive and Spoede.
- Missing pedestrian crosswalk at Olive and Spoede - No crosswalk across Olive on west side. Add a pedestrian crosswalk and protected walk light across Olive from the sidewalk on Spoede
  - **Staff Response (submitted 1/3/2017)** - This intersection is owned and maintained by MoDOT, and we will forward this request for their review. The current MoDOT project will include improvements to the Olive/Spoede intersection. A new crosswalk across the west side of this intersection is not planned. Pedestrians are encouraged to use the crosswalk on the east side of the intersection. MoDOT's project includes cutting back the median at the entrance to the Briarcliff subdivision on the north side of this intersection to accommodate the pedestrian path there.
- Missing pedestrian crosswalk at Olive & Mosley - No crosswalk across Mosley. Add a pedestrian crosswalk and protected walk light across Mosley on the south side of Olive.
  - **Staff Response (submitted 1/3/2017)** - This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. The current MoDOT project on Olive will construct new ramps at this intersection and will create a crosswalk across Mosley Road. The crosswalk across Olive will remain.
- Plaza Land Rover on Olive - The sidewalk is shared with a display of cars. Unfortunately, the dealer sometimes parks cars blocking wheelchair access and access ramps. Teach the car dealer to be careful to leave a path sufficient for wheelchair access on the sidewalk
  - **Staff Response (submitted 1/3/2017)** - City staff will notify Plaza Motors that they are required to keep the pedestrian path open. If this problem persists, then enforcement actions may need to be taken.
- Walk lights at 270 & Olive - Walk lights not on enough. It is possible to have the walk lights on for several times as long as currently without any problem for cars. Completely rethink when the



walk lights should be on. They need to be off when a car can drive across the crosswalk, but on otherwise.

- **Staff Response (submitted 1/3/2017)** - This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. The timing and sequence of the signals is developed by MoDOT traffic engineers and would need to meet specific requirements. This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. This appears to be an enforcement issue, and we will pass this on to the Police Department for their review.
- 270 N to Olive East - Cars often do not stop at the red light for right turn on red. This is particularly dangerous for one walking west as the view of the off-ramp is impeded. Mount a mirror on a pole so that a pedestrian can view the cars coming up the onramp.
  - **Staff Response (submitted 1/3/2017)** - This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. We will ask that MoDOT consider painting crosswalk lines here.
- Coeur de Ville near Saint Monica Church - There is not a marked crosswalk near Olive. There is one somewhat further down Coeur de Ville. Add a marked crosswalk across Coeur de Ville for those walking on Olive.
  - **Staff Response (submitted 1/3/2017)** - This intersection is owned and maintained by MoDOT. The current phase of the City's Coeur de Ville Rehabilitation Project is now substantially complete. This project included moving the crosswalk that was located next to one of the St. Monica entrances to the intersection of Olive and Coeur de Ville. This provided a straighter and more intuitive pedestrian path for those walking along Olive. The new crossing includes new ramps, crosswalks, and a pedestrian pushbutton to alert motorists of the presence of pedestrians.
- 270 S to Olive W - Just as with 270 N to Olive E, pedestrians cannot see the cars coming on the off-ramp. Mount a mirror on a pole so that a pedestrian can view the cars coming up the onramp.
  - **Staff Response (submitted 1/3/2017)** - This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. We will ask that MoDOT consider painting crosswalk lines here. This crossing appears to be oriented to provide the shortest distance possible at this on-ramp. The design of the ramp on the west side of this crossing forces pedestrians to stop and turn perpendicular to the on-ramp, and this has been found to encourage pedestrians to look for on-coming vehicles
- Missing sidewalk Olive - Missing sidewalk from Saint Monica Church to Pulaski Bank. Add a sidewalk
  - **Staff Response (submitted 1/3/2017)** – This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. We will ask that MoDOT consider painting crosswalk lines here. This crossing appears to be oriented to provide the shortest distance possible at this on-ramp. The design of the ramp on the west side of this crossing forces pedestrians to stop and turn perpendicular to the on-ramp, and this has been found to encourage pedestrians to look for on-coming vehicles
- Landscaping blockage Olive - Several businesses along Olive are not trimming vegetation to allow easy access to pedestrians. Teach landscapers to leave an 8 foot high window over sidewalks - no tree branches, no bushes blocking pedestrian access to the whole sidewalk.
  - **Staff Response (submitted 1/3/2017)** - The public right of way at this location is owned and maintained by MoDOT. We will forward this request to them for review. City staff will watch for landscaping encroachments into the pedestrian path and will contact business owners to correct any issues that are found or reported.

- Westgate lack of wheel chair ramps at Tempo - Several locations of curbs at the Westgate shopping center and Paragon building do not have wheelchair accessible curb ramps.
  - **Staff Response (submitted 1/3/2017)** - The pedestrian accommodations within the Westgate shopping center are the responsibility of that shopping center to maintain. Staff will notify the shopping center of this request.
- Landscaping blockage at Tempo - Apartments along Olive are not trimming vegetation to allow easy access to pedestrians. Teach landscapers to leave an 8 foot high window over sidewalks - no tree branches, no bushes blocking pedestrian access to the whole sidewalk.
  - **Staff Response (submitted 1/3/2017)** - City staff will review whether the tree branches along this sidewalk encroach upon the pedestrian path and will notify the apartment complexes to have the branches trimmed, if necessary. The sidewalk along the west side of Tempo is not continuous and has a dead end in the trees and honeysuckle that have overgrown it. We can add this section of sidewalk to our trimming schedule
- Missing sidewalk at Mason - There is no sidewalk along Mason from Bellerive Springs to Hibler. Add a sidewalk for the approximately 0.5 miles of Mason that still does not have a sidewalk.
  - **Staff Response (submitted 1/3/2017)**: Mason Road is owned and maintained by St. Louis County. The City is working with St. Louis County and Town and Country to develop a plan for a continuous sidewalk from Olive Boulevard to Clayton Road. This plan is nearly complete and may serve as a basis for future projects
- Ballas S to Ladue W - Drivers do not always stop for right turn on red and visibility is blocked because of a hill. Pedestrians travelling east cannot see cars. Add a mirror on the walk island to provide pedestrian visibility.
  - **Staff Response (submitted 1/3/2017)**: Staff will notify the Police Department of this report. The City has recently hired an engineer to develop plans to improve the sidewalk along the west side of New Ballas Road from Ladue to De Smet High School. The visibility concern should be addressed through the implementation of those plans. Construction of a section of this sidewalk is expected to occur in late 2017.
- Landscaping blockage Spoede - Several residences are not cutting back plants and debris that reduce the usable sidewalk. It is pretty landscaping, but prevents pedestrian access. Teach landscapers to leave an 8 foot high window over sidewalks - no tree branches, no bushes blocking pedestrian access to the whole sidewalk.
  - **Staff Response (submitted 1/3/2017)** - Staff will notify the adjacent property owners to remind them of their responsibility to maintain their vegetation as issues arise. The City has an annual trimming program that clears vegetation away from the street and sidewalk. This trimming is typically completed in the spring and summer of each year.
- Pedestrian Safety at Lindbergh & Olive - There is no safe way for pedestrians to cross Lindbergh. Because of the poor MoDOT design, there is no good way for pedestrians to cross. I don't see a cheap way, anything other than a pedestrian bridge.
  - **Staff Response (submitted 1/3/2017)** - This intersection is owned and maintained by MoDOT. We will forward this request to them for review. A planning study is currently underway for this section of Creve Coeur, and pedestrian connectivity is a significant portion of that study. The current version of that study calls for a fully redesigned intersection that provides a pedestrian crossing. This study can be found at <http://plantsciencemasterplan.com/#>

- Pedestrian Safety at Lindbergh & Ladue - There is no safe way for pedestrians to cross Lindbergh. Some traffic lights, walk lights, and crosswalks would help significantly. There is a further problem that Ladue doesn't seem to want to add sidewalk all the way to Lindbergh.
  - **Staff Response (submitted 1/3/2017):** This intersection is owned and maintained by MoDOT. We will forward this request to them for review. There is a crosswalk across the north side of this intersection, and all crosswalks at this intersection appear to have pedestrian buttons and signals. Ladue Road falls within the City of Ladue as it extends east of this intersection. We will notify Ladue of this request.

**Ed and Mary Tokas, Country Forest Subdivision, 12395 Woodline Drive (received 12/6/2016)**

- Strategic placement of gentle rolling speed bumps along Falaise as a deterrent to those who shortcut through our subdivision and to those who drive over 20 miles an hour. The gentle rolling speed bumps we are suggesting are not the large deep kind that would interfere with Firetrucks and other emergency vehicles. Instead, we are asking for similar speed bumps like those placed on Chasselle a nearby street off Mason.
  - **Staff Response (submitted 1/3/2017):** The request is for speed tables similar to those on Chasselle Lane rather than for speed bumps. The Creve Coeur Fire Department will not allow speed bumps on streets, because these will damage fire trucks responding to calls. The City has a Traffic Mitigation Plan that is managed by the Police Department. Residents may petition the Police Department and the City's Police and Safety Committee to investigate whether conditions warrant traffic-calming devices such as speed tables. More information regarding the Traffic Mitigation Plan can be found on the City's website at: <http://www.creve-coeur.org/index.aspx?NID=170> . We will also forward this request to the Police Department for their information.

**Michael Grant, 12377 Falaise Drive (received 12/6/2016)**

- Installation of a sidewalk for the Country Forest Subdivision on the east side of Falaise Drive where there is common ground on approximately 20% of the East side of the road with the roadway at its widest portion bordering this area. Hibler and Tempo only have sidewalks on one side of them and would keep Falaise Drive wide enough for resident use of on street parking when necessary as is the case on Tempo. A sidewalk along the East side makes sense economically, aesthetically and would provide added safety for pedestrians, car traffic and subdivision homeowners alike by keeping pedestrian traffic in front of homes along Falaise Drive.
  - **Staff Response (submitted 1/3/2017):** City staff has investigated this request in previous years and feels that this could be a good improvement project. However, the need for easements, meeting ADA requirements, and the cost to construct the sidewalk could be significant hurdles to overcome. The suggestion of putting the sidewalk on the east side of the street is a good one, particularly for the section of Falaise south of Country Glen. It appears that the most feasible location for the sidewalk north of Country Glen would be on the north/west side of Falaise due to the retaining wall on the opposite side of the street.

**Tony & Joan Koester, 414 Briergreen Ct, County Forest Subdivision (received 12/6/2017)**

- Include curbs on Briergreen Ct., in Country Forest Subdivision
  - **Staff Response (submitted 1/3/2017)** - Replacement of any damaged curbs on this street would probably not be a capital improvement project on its own. This work would be incorporated into the annual concrete pavement replacement programs. Pavement



evaluations are completed each year to determine the streets that will be repaired for the upcoming construction season. Staff will evaluate the curbs on Briergreen this winter, and these will be evaluated along with all of the repair needs in the City so that repairs can be prioritized. Ideally, we would schedule any curbing replacement on Briergreen to be completed within a year prior to the next microsurfacing application, which will probably be in a few years for Briergreen. Failed curbing may be addressed in the meantime through patching or isolated replacement.

**Robert Kent, 13084 Ferntrails Lane (received 12/14/2016)**

- Move engineering to complete the west Olive Boulevard sidewalk and Fernview Drive re-engineering from the Future Project status to the current Capital Improvement budget for installation in FY18. This request is consistent with a promise made by the City to accomplish this project and subsequently install the sidewalk in accordance with a legal settlement between the City and the Holy Cross Lutheran Church.
  - **Staff Response (submitted 1/3/2017):** Olive Boulevard is owned and maintained by MoDOT. MoDOT required that the City fully update the pedestrian accommodations at the intersection of Fernview and Olive as part of this project, and this requirement made the project cost much more than was anticipated. The City decided to focus its efforts on maintaining sidewalks within its right of way rather than to introduce new sidewalks within MoDOT's right of way. Staff is not aware of any standing agreements with Holy Cross Lutheran Church regarding this sidewalk or any related obligations. Staff understands that the City has refunded the funds deposited by Holy Cross Lutheran Church for the purposes of future sidewalk development along Olive.

**Steve Becker (received 12/19/2016)**

- Poor condition of pavement on Plantation Drive – repair requested in FY18. [Mr. Becker had submitted a similar request in summer 2016.]
  - **Staff Response (submitted 1/3/2017):** Repairs to Plantation Drive would probably not qualify as a capital improvement project as a stand-alone project. These repairs would be included in the City's annual concrete pavement replacement program. The approach outlined in the message that staff sent to Mr. Becker in the summer of 2016 has not changed. The projections for the City's concrete pavement replacement program can be found on the City's website at: <http://www.creve-coeur.org/DocumentCenter/View/6163>. Staff anticipates that the concrete program will include Plantation Drive in the next few years. Repairs to Plantation Drive - and every other street in Creve Coeur - will be considered for the upcoming construction season. While it remains likely that this plan will remain substantially the same, we will need to wait until the spring, after the pavement evaluations are complete, to prepare the updated repair projections.

**Margie Jaffee (received 12/15/2016)**

- Replacement of the Beirne Park in the summer of 2017. The courts are in serious need of replacement, with their myriad of cracks throwing off the bounce and trajectory of balls, ruining the experience of playing tennis.
  - **Staff Response (submitted 12/15/2016):** Staff is receiving project requests for the 2018-2022 Capital Improvement Project list. Public Works staff planned to introduce this project to the 5-year plan and your support will help during the project evaluation process.

**Yvonne Darrow (received 12/19/2017)**

- Beirne Park courts there are in disrepair and basically unplayable.
  - **Staff Response (submitted 12/19/2016):** City staff plans to recommend this project for the 2018-2022 CIP Project list.

**Richard Kutta (received 1/9/2017)**

- Winterize rest rooms at 4 parks: Beirne, Malcom Terrace, Conway and Lake School. Capital cost \$100,000 to include furring walls, drywall walls and ceiling, insulation, exhaust fan, infrared heat, plumbing supply modifications. Justification make parks and playgrounds accessible year-around for walking, sports, fitness and enjoyment by all residents.
  - **Staff Response (submitted 1/9/2017):** Thank you for the suggested improvement to the City's parks. We have received a similar request from you before, and we will consider this among the other parks capital improvements projects.

**Alexis Corrigan, 12384 Woodline Dr. (received 1/8/2017)**

- Install a sidewalk on Falaise Drive, preferably on the east side where we mostly have common ground to make the community much more walkable, and safe as narrowing Falaise would naturally slow down traffic that runs through the sub-division. A floating sidewalk (similar to the one on Hibler) that does not encroach too much on resident's properties would be received much better. Add Falaise Drive on the re-paving list as a result of significant wear throughout the subdivision with more erosion happening in the cul-de-sac's. Along with the unsightliness of the erosion, there is gravel that can get tracked into yards and homes.
  - **Staff Response (submitted 1/9/2017):** City staff has investigated the request for a sidewalk along Falaise Drive in previous years and feels that this could be a good improvement project. However, the need for easements, meeting ADA requirements, and the cost to construct the sidewalk could be significant hurdles to overcome. City staff is currently reviewing the conditions of all of its streets to lay out the recommended street repairs for the next few years. The needs of the Country Forest subdivision will be included in this review. As you have noted, the microsurface application that was completed several years ago is wearing off. Staff anticipates that the subdivision will receive a similar application in the future, and staff will present its recommended schedule for the program to the City Council in the spring as part of the CIP process. In the meantime, potholes and other concerns will be addressed as typical street maintenance.

**Trina Bremerkamp, 15 Falling Leaves Ct. (received 1/19/2017)**

- I live in Ladue Lake Estates and the streets in the back part of the subdivision are really bad. Some sections are OK but then other sections are very broken up. And the continuous patching is really looking bad and doesn't last. Many sections need new concrete in lieu of more patching.
  - **Staff Response (submitted 1/23/2017):** Individual streets are not identified in the CIP, only the pavement maintenance program budget as a whole. Public Works staff has identified Ladue Lake as an area of focus for concrete slab replacement this year. As other subdivisions this will be a multi-year effort to replace damaged street and sidewalk slabs. We anticipate working in this subdivision as well as others between July and November 2017.

Exhibit D  
TEN-YEAR CAPITAL IMPROVEMENT PROGRAM  
(COMBINED CAPTIAL FUND AND POLICE BULIDING FUND)  
REVENUE AND EXPENDITURES SUMMARY FY2013-FY2022

| REVENUES                                                 | Actual<br>2013   | Actual<br>2014   | Actual<br>2015   | Actual<br>2016   | Projected<br>2017 | Projected<br>2018 | Projected<br>2019 | Projected<br>2020 | Projected<br>2021 | Projected<br>2022 |
|----------------------------------------------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Beginning Fund Balance<br>(est. Cash Basis as of July 1) | 1,580,402        | 1,250,169        | 720,228          | 1,326,656        | 1,882,607         | 11,489,543        | 6,564,659         | 1,427,424         | 956,051           | 1,160,414         |
| City Sales Tax                                           | 1,898,578        | 1,984,134        | 2,026,656        | 2,056,301        | 2,075,000         | 2,108,030         | 2,134,380         | 2,161,060         | 2,188,073         | 2,215,424         |
| <b>Police Building Bond Fund (Prop P)</b>                |                  |                  |                  |                  | 10,690,000        | 0                 | 0                 | 0                 | 0                 | 0                 |
| Interest on Investments                                  | 38,836           | 95,664           | 1,326            | 1,092            | <b>1,500</b>      | <b>88,400</b>     | <b>40,100</b>     | <b>12,400</b>     | <b>11,100</b>     | <b>11,950</b>     |
| <b>Police Building Property Tax Collection</b>           |                  |                  |                  |                  | 0                 | <b>769,471</b>    | <b>769,471</b>    | <b>777,166</b>    | <b>777,166</b>    | <b>784,937</b>    |
| Other Agency Funding                                     | 571,725          | 826,191          | 465,735          | 627,305          | 1,245,989         | 407,045           | 20,000            | 464,000           | 20,000            | 20,000            |
| Proceeds from Equipment Sales                            | 0                | 36,279           | 29,963           | 15,440           | 25,860            | 20,000            | 20,000            | 20,000            | 20,000            | 20,000            |
| Transfers In from Other Funds                            | 400,000          | 3,150,000        | 400,000          | 400,000          | 400,000           | 400,000           | 400,000           | 400,000           | 400,000           | 400,000           |
| <b>TOTAL REVENUES</b>                                    | <b>2,909,139</b> | <b>6,092,268</b> | <b>2,923,680</b> | <b>3,100,138</b> | <b>14,438,349</b> | <b>3,792,946</b>  | <b>3,383,951</b>  | <b>3,834,626</b>  | <b>3,416,339</b>  | <b>3,452,311</b>  |

| EXPENDITURES                                | Actual<br>2013   | Actual<br>2014   | Actual<br>2015   | Actual<br>2016   | Projected<br>2017 | Projected<br>2018 | Projected<br>2019 | Projected<br>2020 | Projected<br>2021 | Projected<br>2022 |
|---------------------------------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| <b>Buildings &amp; Improvements</b>         | 69,432           | 37,573           | 131,123          | 133,986          | <b>390,615</b>    | <b>4,875,986</b>  | <b>5,064,736</b>  | <b>605,341</b>    | <b>20,000</b>     | <b>20,000</b>     |
| Park Development Projects                   | 3,732            | 42,118           | 70,698           | 551,553          | 648,203           | 305,000           | 90,000            | 0                 | 135,200           | 0                 |
| Stormwater Projects                         | 70,308           | 223,496          | 17,313           | 40,405           | 440,000           | 320,000           | 450,000           | 150,000           | 0                 | 150,000           |
| Street Overlay/Repair                       | 1,850,047        | 1,698,043        | 1,971,768        | 1,492,533        | 2,922,070         | 2,163,000         | 1,915,750         | 2,544,648         | 1,976,200         | 2,299,000         |
| Capital Equipment                           | 252,284          | 238,843          | 171,385          | 325,710          | 310,525           | 484,638           | 279,186           | 279,695           | 354,821           | 258,642           |
| <b>Debt Service</b>                         | 993,569          | 4,250,897        | 0                | 0                | 0                 | <b>569,206</b>    | <b>721,515</b>    | <b>726,315</b>    | <b>725,755</b>    | <b>724,955</b>    |
| Transfers Out                               | 0                | 0                | 0                | 0                | 120,000           | 0                 | 0                 | 0                 | 0                 | 0                 |
| <b>TOTAL CAPITAL EXPENDITURES</b>           | <b>3,239,372</b> | <b>6,490,970</b> | <b>2,362,287</b> | <b>2,544,187</b> | <b>4,831,413</b>  | <b>8,717,830</b>  | <b>8,521,187</b>  | <b>4,305,999</b>  | <b>3,211,976</b>  | <b>3,452,597</b>  |
| <b>ENDING FUND BALANCE<br/>(CASH BASIS)</b> | <b>1,250,169</b> | <b>851,467</b>   | <b>1,281,621</b> | <b>1,882,607</b> | <b>11,489,543</b> | <b>6,564,659</b>  | <b>1,427,424</b>  | <b>956,051</b>    | <b>1,160,414</b>  | <b>1,160,129</b>  |

\*Bold=New or combined Items FY17-FY22 as a result of Police Building Prop P passage in November 2016.



| FUTURE PROJECT LIST <i>(in alphabetical order)</i>                                                             | NOTES                                                                                                  |
|----------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| <b>Certified Nature Explorer Classroom</b>                                                                     | Transferred from CIP FY17-FY21 to Future Project List                                                  |
| <b>Creekside/Bellerive Estates Trail</b>                                                                       | Grant match est. to be \$25,000                                                                        |
| Dielmann Complex Renovations - Phase II                                                                        | Phase I in CIP FY15/FY16 - completed                                                                   |
| Downtown Streetscape & Infrastructure                                                                          | Per Business District / Downtown Area Implementation Strategy Plan                                     |
| Fernview Drive/Bellerive Estates Drive Sidewalk Project (est. \$700,000)                                       | Per Pedestrian Plan; Fernview Resurfacing in CIP FY19-FY22                                             |
| Fernview at Olive Intersection Improvements (est. \$850,000)                                                   |                                                                                                        |
| Golf Course Stormwater Improvements (est. \$1.2 million)                                                       | Phase 2 Improvements in FY18-FY19 of CIP                                                               |
| Hibler Road Reconstruction - East of Falaise (est. \$800,000)                                                  | Easements and/or right of way required                                                                 |
| Ladue Road Improvements at I-270                                                                               | Per Pedestrian Plan                                                                                    |
| Lindbergh Blvd. Flyover at Old Olive/Light Industrial District Infrastructure Improvements (est. >\$3 million) | Per Comp. Plan & Pedestrian Plan; private planning study underway                                      |
| <b>Lindbergh Blvd. Streetscape Enhancement Project (est. \$1.6 million)</b>                                    | <b>Phase I - transferred from CIP FY19 to Future Project List pending implementation of "39 North"</b> |
| <b>Mason Road Sidwalk Infill (est. \$1.1 million)</b>                                                          | <b>Grant Match est. to be \$460,000; transferred from CIP FY17-FY21 to Future Project List</b>         |
| <b>Millennium Park Parking Lot Lighting</b>                                                                    |                                                                                                        |
| New Ballas & Olive Intersection Improvements (est. \$1.75 million)                                             |                                                                                                        |
| New Ballas Rd. - Phase II Sidewalk - Rocky Dr. to Ladue Rd. (\$340,000)                                        | Easements required; Phase 2A is included as a FY2017 design and grant application                      |
| <b>Office Park Roadway and Sidewalk Improvements (est. \$1,250,000)</b>                                        | <b>Design &amp; Grant Match (est. \$335,000)</b>                                                       |
| Park Playground Safety Surface Repairs (est. \$75,000 each)                                                    | Included in CIP FY21; additional surfaces need repair in future                                        |
| <b>Public Art in City Parks and Properties</b>                                                                 |                                                                                                        |
| Public Works Equipment Storage Building (est. \$270,000)                                                       | Tranferred from CIP FY16-FY20 to Future Project List                                                   |
| Studt Extension from Old Ballas to Craig (est. >\$1 million)                                                   | Per Central Business District Land Use Plan 2005                                                       |
| West Olive Median Enhancements, Phase II - Mason to Fernview (est. \$2.2 million)                              |                                                                                                        |
| West Olive Sidewalk Concept Study - Mason to West City Limit (est. \$80,000)                                   | Tranferred from CIP FY17-FY21 due to loss of interest by area cities for connections to this sidewalk  |

Future Projects are identified projects which either have no available funding or do not have a fully developed scope or estimate. See Future Project Sheets for more information.

**\*New/changes projects in bold**



**APPLICATION TO PLANNING AND ZONING COMMISSION  
#17-002: BOUNDARY ADJUSTMENT AND SITE DEVELOPMENT PLAN  
APPROVAL FOR PARKING LOT ADDITION AND FAÇADE  
IMPROVEMENTS FOR EDWIN PEPPER AND ASSOCIATES AT  
9974 OLD OLIVE STREET ROAD**

**FOR THE MEETING OF:** March 6, 2017, 6:30 PM.

**SUBJECT PROPERTY LOCATION:** 9974 Old Olive Street Road, zoned GC-General Commercial.

**REQUEST:** Michael Pepper, of Edwin Pepper and Associates, has submitted an application for facade improvements and a new 3,815 square foot parking area in front of the building. The original building was developed in 1964, prior to the current GC District regulations. The lot is non-conforming in size at approximately 7,274 square feet, where the minimum lot area for properties in the GC District is one-half acre (21,780 square feet), and contains site related non-conformities regarding setbacks. The property owners are currently under contract with MoDOT to purchase approximately 4,891 square feet of excess right-of-way to allow for additional parking for the building. The total area of the combined lot will be approximately 12,165 square feet; while still a non-conforming lot, it is decreasing the degree of the non-conformity.

**ADDITIONAL INFORMATION:** The Applicant received approval of a variance from the Board of Adjustment on November 17, 2016 to allow for a new parking area for the building located at 9974 Old Olive Street Road, Creve Coeur, MO, 63141 that would be 3 feet from the property line along Old Olive Street Road and 5 feet from the property line along Olive Boulevard on property that is being acquired from MoDOT, where Section 405.240 requires a 10 foot minimum setback.

**APPLICANT/PROPERTY OWNER:** Michael Pepper  
9974 Old Olive Street Road Real Estate, LLC  
7701 Forsyth Avenue, Suite 600  
Clayton, MO 63105

**Key Issues:**

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

**Comprehensive Plan References**

- Commerce Center Action Area
- Design Guidelines

**Zoning Code References**

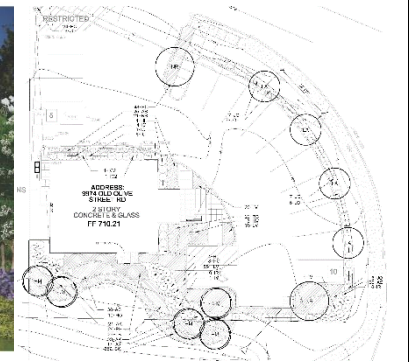
- Section 405.240: Setback and Building Lines
- Section 405.360: GC-General Commercial
- Section 1080: Site Concept, Site Development and Minor Site Plan Approval.



A EAST FAÇADE (FOR DESIGN INTENT ONLY)  
Not to Scale



B SOUTH FAÇADE (FOR DESIGN INTENT ONLY)  
Not to Scale



**REPORT PREPARED BY:** Whitney Kelly, AICP, City Planner

**DATE:** 3/3/2016

**ATTACHMENTS:** Applicant's Proposed Elevation renderings received February 27, 2017  
Applicant's Materials received March 2, 2017

### PROJECT DESCRIPTION

The original building was developed in 1964, prior to the current GC-General Commercial District regulations, and includes lava rock that was popular at the time of construction. The Applicants are proposing to upgrade the building, by covering the existing lava rock with a stacked stone, and paint the remaining area, currently white, a dark grey/black color to coordinate with the new stone, as well as provide significant landscaping throughout the site. With the additional parking on the excess right-of-way area under contract from MoDOT, the overall site coverage is 66%. The Planning and Zoning Commission may authorize site coverage above 63% in consideration of special or outstanding landscape and site planning features.



Figure 1: Existing Building (photo taken in 2013)



Figure 2: Proposed rendering of east facade



The Landscape Plan Design Narrative provided by the Applicant states that the intent “is to frame and showcase the building within a garden setting. Flowering trees are used along the south side in clusters to frame the building and provide seasonal interest. Large perennial massings, flowering and evergreen shrubs serves to highlight an important corner of Creve Coeur that is currently visually unpleasing. The high level of landscape design complements the mission of the Edwin Pepper & Associates as a prestigious interior design firm.” The Applicants are also removing some asphalt at the northwest corner to provide landscaping, and to create a safer vehicular entrance area.

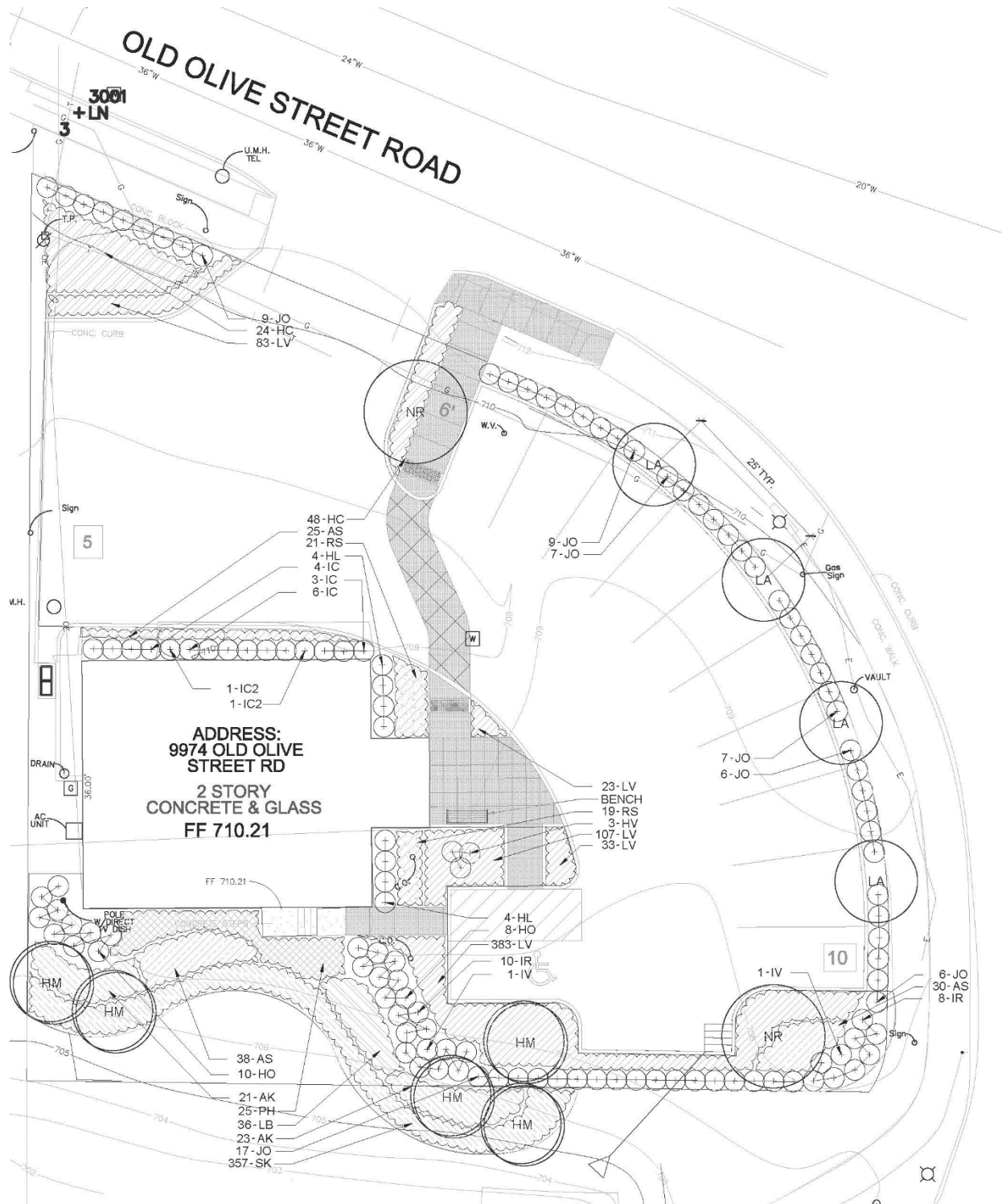


Figure 3: Close-up of Proposed Landscape Plan

### LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

| DIRECTION | USE                                                       | ZONED                                                              | SEPARATED BY          |
|-----------|-----------------------------------------------------------|--------------------------------------------------------------------|-----------------------|
| North     | Missouri American Water/<br>Danforth Plant Science Center | “GC” General Commercial/ “RO” Research<br>and Office Park District | Old Olive Street Road |
| South     | Monsanto                                                  | “RO” Research and Office Park District                             | Olive Boulevard       |
| East      | NA                                                        | “RO” Research and Office Park District                             | Old Olive Street Road |
| West      | Office: CSI Leasing                                       | “GC” General Commercial                                            | NA                    |

### COMPREHENSIVE PLAN REVIEW

The subject property is located within the Commerce Center Action Area that recommends upgrading the architectural quality of the building stock as businesses expand or redevelopment and to improve the appearance of Olive Boulevard through streetscape improvements related to pedestrian facilities, landscaped medians, and other public amenities such as seating areas and pedestrian and bike paths (p. 71-72), as well as create a “green-line” park along Olive Boulevard through additional landscaping and streetscape. The Applicants are including a bench and increasing the entrance patio area in front of the building, and providing significant landscaping throughout the site as well as upgrading the architectural quality of the building by covering the existing lava rock with a more modern natural stone that maintains the overall aesthetic of the building as well as blends in with the surrounding development.

#### *Creve Coeur 2030 and 39 North Plan*

The subject property is located within the Mixed Use and Innovation Campus District of the current draft of the Comprehensive Plan Update, *Creve Coeur 2030* (currently under review) that has a vision for a sustainable hub of cutting-edge research, job opportunities, and community amenities that encourages innovation collaboration and entrepreneurship in vibrant, mixed-use environment that is to be co-terminus with the 39 North planning area also under development. Recommendations of the *Creve Coeur 2030* for primary streets include allowing for a variety of active, office, and residential ground floor uses and that parking should primarily be located in shared facilities, behind the building. When parking is located in front of buildings pedestrian amenities must be provided along the front façade of each building, and to encourage public site amenities, including outdoor dining, plazas, fountains, bicycle parking, “parklets”, and other elements to promote district vibrancy (p. 99). The 39 North Plan also discusses that primary frontages including Old Olive Street Road, building facades should address the public realm and ground floors should have active and engaging uses.

As the Applicants are renovating an existing structure, providing for an active use on a site that has been vacant, and providing significant new landscaping and plaza with seating in front of the main entrance, Staff finds that the proposal meets with the goals and objectives of the Comprehensive Plan and with *Creve Coeur 2030* in as much as this proposal can, given the existing site constraints.

#### *Design Guidelines*

The City’s Design Guidelines also recommend providing plaza spaces, incorporating benches and other site amenities, providing a well-designed landscape plan that is maximized and balanced throughout the site where trees and shrub plantings should be grouped together to create strong accent points with the site plan, and the use of natural materials and architectural compatibility with adjoining buildings and properties. While covering existing natural stone is discouraged, another natural stacked stone that is more modern, while maintaining the overall original character of the building, is being provided. Also painting the existing white concrete portions to the dark grey, provides a more updated appearance that is compatible with the buildings to the west, and with the Danforth buildings.

The Design Guidelines also recommend that all mechanical equipment shall be screened with materials consistent with the main structure. While not clearly indicated in the renderings, and given the pre-existing nature of the structure, Staff is recommending that a condition of approval include that all





Section 405.360(3)(b) Maximum Site Coverage in the GC District limits coverage to 63%. The Planning and Zoning Commission may, in its discretion, allow the permitted coverage to be increased as a bonus by an additional factor (not to exceed a total of 70%) of site coverage in consideration of special or outstanding landscape and site planning features that may include, but not limited to the provision of: (1.) Special pedestrian facilities and features such as gardens, fountains, seating areas and outdoor recreation amenities; (2.) Objects of art or beautification, statuary or other unique visual features, and; (3) burial of overhead transmission lines and removal of utility poles. The Applicants are seeking approval of a site coverage of 66%, due to the quality of the landscaping provided throughout the site, and the plaza seating provided at the main entrance. While the site coverage bonus is a discretionary review by the Planning and Zoning Commission, in prior applications for site coverage bonus through the use of landscaping, additional elements to provide year-round interest and hardscape, or included artwork was found necessary to justify the site coverage bonus. However, those properties had the room to provide for the additional amenities. Due to the site constraints with this application, it would be practically difficult to provide more.

#### Landscaping:

Section 405.540 Landscaping of the Zoning Ordinances requires a minimum of a minimum of 10 square feet of interior landscaping for each 350 square feet of parking spaces and driving aisles, and shall be in one or more areas to minimize the size of parking areas, and there shall be at least one shade tree for each landscaped area, and a minimum of two shade trees, within and up to, every 100 linear feet of parking for each parking row. Such trees shall be spaced evenly around the perimeter, and the ends of parking rows abutting a circulation aisle shall be defined by interior landscaped areas whenever feasible. The required interior landscape is 194.4 square feet, and 394.9 square feet is provided.

#### Trash Enclosure

The drawings indicated a small trash enclosure at the rear of the building. However, the elevations of the enclosure have not been provided. The Design Guidelines recommend that all trash enclosures are to be compatible with the architecture of the main buildings and should use similar materials. Given the location and small area of the trash enclosure (as opposed to a regular dumpster typically found in commercial areas), and the pre-existing condition of the building, Staff would recommend a solid stained wood enclosure, or a dark color, vinyl fence to match the main building as sufficient to meet with the intent of the requirement. Therefore, as mentioned earlier, Staff has included a condition of approval include that all roof-top mechanical equipment and the trash enclosure be fully enclosed with materials reviewed and approved by the Zoning Administrator.

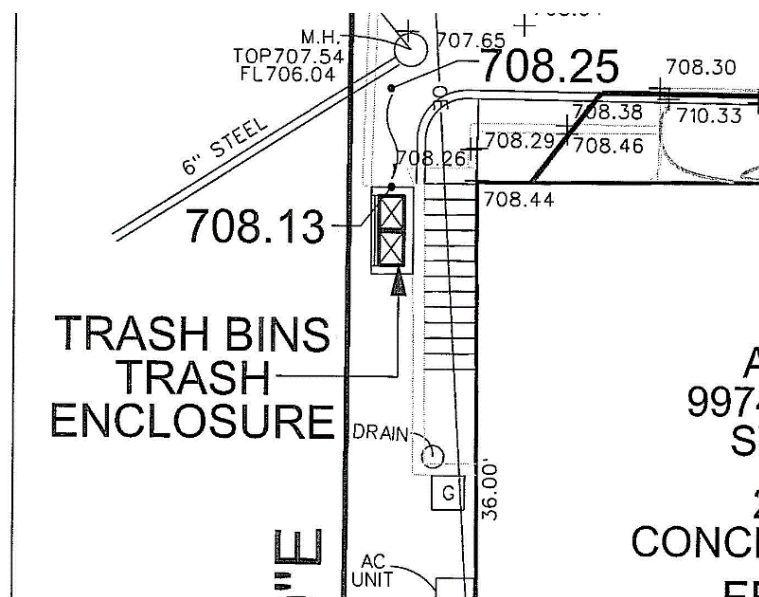


Figure 5: Close-up of the Site Development Plan indicating the trash bins enclosure area.

### Lighting

The Photometric Plan indicates that all lighting will meet with the requirements of Section 405.680 for developments in residential districts, where all lighting is downcast and shielded, or Lighting intended to illuminate building elevations, landscaping or signage shall shine directly onto the intended surface, and no light is cast upon adjacent property. Included are narrow beam down only cylinder sconces and wall entry scones for the building, LED Bollard at entry and ramp, and adjustable LED sign light fixture mounted on entry vestibule room and aimed directly at sign.

### Sidewalks

Section 405.730 Sidewalks requires that all non-residential developments requiring site concept plan and /or site development plan approval must provide safe, clearly defined and direct access between buildings and from the principal building's entrance to the public sidewalk, and that such sidewalks shall be designed to avoid conflicts between vehicular, bicycle, and pedestrian traffic. In order to emphasize conflict points and improve pedestrian safety and visibility, the use of textured or tinted materials for pedestrian crossings shall be utilized where pedestrian circulations paths cross a vehicular route as determined by the Planning and Zoning Commission. Additionally, sidewalks shall be buffered from the street, vehicular traffic and parking areas by a minimum 3 foot greenspace or landscape area. Internal sidewalks in non-residential developments shall be at least 6 feet or 8 feet if used as a curb stop. A new 6 foot wide pathway from Old Olive Street Road to the main entrance has been provided, with a landscape buffer between the drive aisle entrance and the parking stall as feasible.

The existing sidewalk along Old Olive Street Road, is non-conforming at only three feet wide at either side of the entrance. The Applicants are filling in the area to create a consistent sidewalk area on the east, but such is not being shown on the west side of the entrance. Therefore, Staff is recommending that the sidewalk be filled in this area as well for consistency.

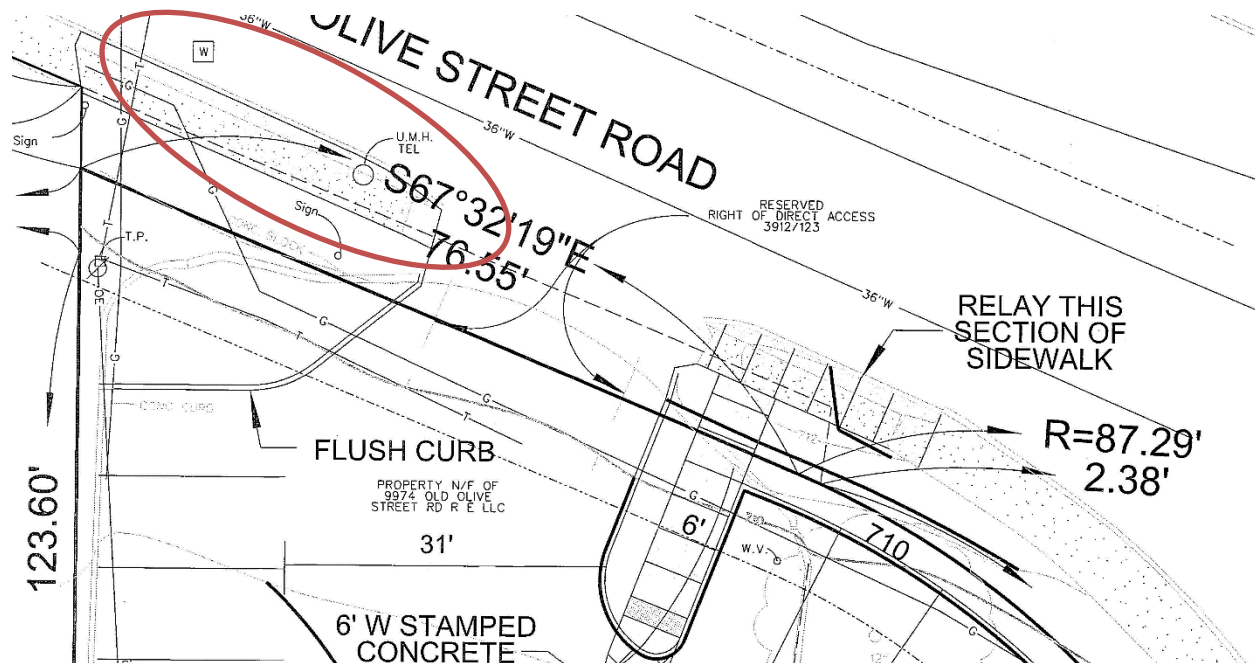


Figure 6: Close-up of the Site Development Plan of area of side walk along Old Olive Street Road to be filled in.

### Parking

Section 405.820(B)(4) of the Required Off-Street Parking Spaces provides for buildings less than 15,000 square feet for general offices including professional, governmental or institutional of 4 stalls per 1,000 square feet of floor area. 12 parking spaces are required, and 16 spaces are provided.

## RECOMMENDATION

Based on the above analysis, the request for the Site Development Plan, and Façade Improvements meets all of the requirements of the Comprehensive Plan and Zoning Ordinance in a significant manner, and due to the overall quality of design, and the site constraints, justifies the need for additional coverage over 63% to 66%. Two separate motions are necessary for this application one for the Boundary Adjustment to consolidate the area purchased from MoDOT and then one for the Site Development Plan for the site improvements. Staff recommends the following conditions be incorporated in any motion for the Site Development Plan:

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 Facade Elementions received February 27, 2017 as bound together and submitted in conjunction with Application #17-002 by SWT Deisgn and Volz Engineering.
2. The Applicant is required to submit a Site Improvement Permit application, showing all exterior improvements, as required by Section 420.070 of the Land Disturbance Code. The permit application shall be in substantial conformance with the "Site Development Plan" received March 2, 2017 as bound together and submitted in conjunction with Application #17-002 by Volz Engineering.
3. The maximum site coverage allowed for the site shall be 66% in recognition of the proposed landscaping, the improvments to the existing building, and the pre-existing non-conforming site constrians of the existing lot, and the additonal property acquisition necessary to provide for a functional lot.
4. All mechanical equipment and trash facilities shall be screened with with appropriate materials reviewed and approved by the Zonign Administrator.
5. 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.
6. The sidewalk along Old Olive Street Road shall be filled adjacent to the curb to create a consistent pedestrian path along the road.
7. All lighting shall be installed or modified to be in conformance with Section 405.680, Lighting, of the Zoning Ordinance.
8. The Applicant shall provide a copy of the MoDOT approval and maintenance agreement for work and landscaping completed in the right-of-way in conjunction with the submittal of the Site Improvement Permit to the City.
9. Approval is expressly contingent upon completion of the acquisition of property as proposed from MODOT and completion of the boundary adjustment process.

## BOUNDARY ADJUSTMENT

As discussed earlier, the Applicant is under agreement to purchase excess right-of-way from MoDOT to combine with the existing non-conforming lot at 9974 Old Olive Street Road. The total area of the combined lot will be approximately 12,165 square feet; while still a non-conforming lot, it is decreasing the degree of the non-conformity. The new combined site will be Zoned GC-General Commercial. A boundary adjustment, which is not a subdivision plat, is possible when the following regulation from the Subdivision Code is satisfied:

*410.030(D) Sale or transfer of small parcels of land to or between adjoining property owners, where such sale does not create additional lots, is exempt from the requirement of recording by plat; provided, however, that certification by the Planning and Zoning Commission shall be required prior to such sale or transfer. This certification shall be recorded with the title of the property by the St. Louis County Recorder of Deeds.*



The survey submitted indicates that the property changes do not appear to create any additional non-conformities on the site. As such, and given the staff conclusion that the drawings are technically accurate, the adjustment should be approved by the Planning and Zoning Commission.

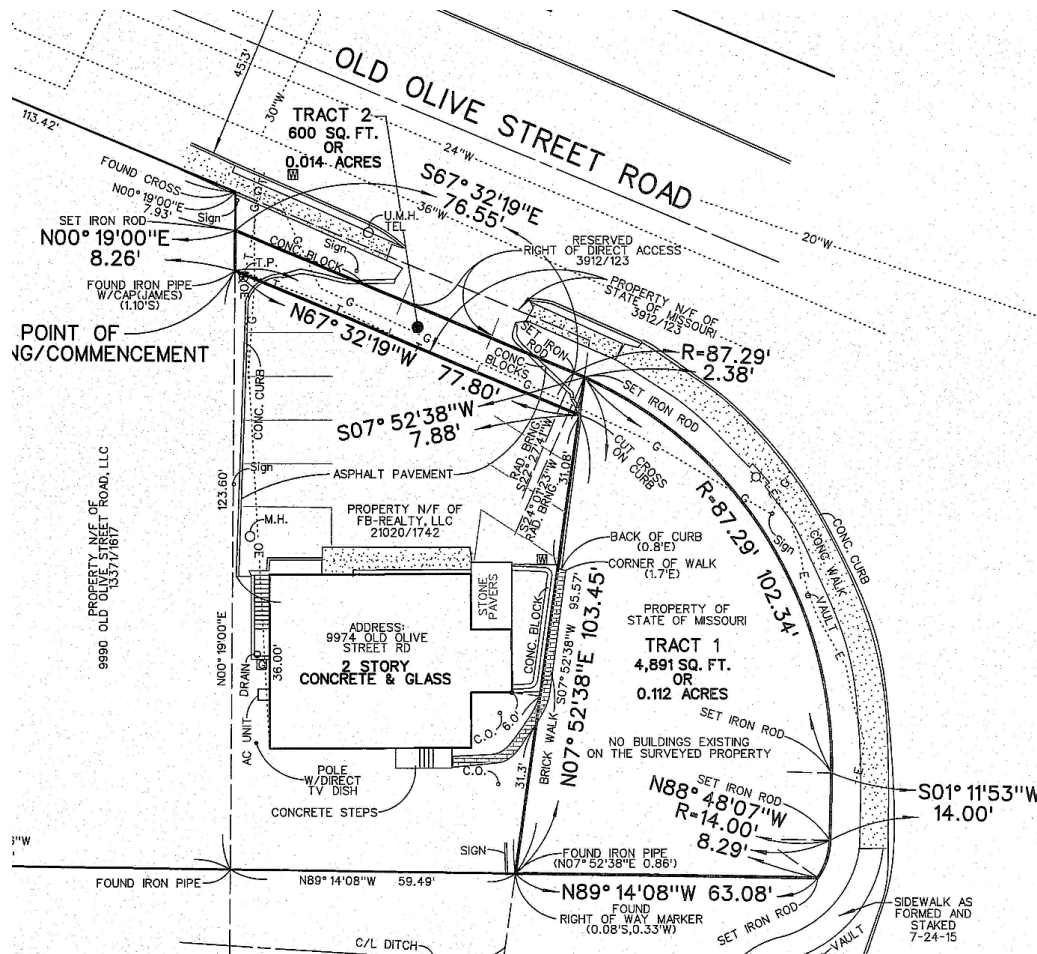


Figure 7: Close-up of the survey of the areas under agreement for purchase.

Staff has included a condition within the motioned that the final plat be prepared for signature and recording. Below is the appropriate Boundary Adjustment Plat Script to be placed on the on the final drawing:

It is hereby certified that this Boundary Adjustment Plat was approved on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, pursuant to the Subdivision Regulations of the City of Creve Coeur, Missouri, as outlined in Section 410.030.D of Ordinance No. 5123.

Planning and Zoning Commission  
City of Creve Coeur, Missouri

Chair

I, Deborah Ryan, City Clerk for and within the City of Creve Coeur, Missouri, do hereby certify that this Boundary Adjustment Plat is in complete compliance with Ordinance Number 5123 approved on the 22<sup>nd</sup> day of February, 2010, as approved by the City Council of the City of Creve Coeur.

Deborah Ryan, MRCC  
City Clerk

### **MOTION**

If the members of the Planning Commission are satisfied that the requested boundary adjustment meets the applicable requirements of the Subdivision Code, the Planning Department staff request that a final decision be voted upon; no action by the City Council is required. The following is an example of an appropriate motion for the boundary adjustment with this application:

“I move to approve the Boundary Adjustment for the lots created by the purchase of excess right-of-way from MoDOT with 9974 Old Olive Street Road to be zoned GC-General Commercial attached to the staff report on application #17-002 received March 2, 2017, subject to the condition that a final drawing be prepared for signature and recording.” (Conditions may be added, eliminated, or modified by preceding motion)

The motion to approve the site development plans as shown in the Applicant’s materials will be in the form of approval, approval with conditions, denial or deferral. City Council action is not required for minor site development plans. The following is an example of an appropriate motion for the site development plan for the new combined property:

“I move to recommend approval of the site development plans and landscape plans as bound together with Application #17-002, as presented to the Planning and Zoning Commission, subject to the conditions contained in the staff report for the meeting of March 6, 2017” (conditions may be added, eliminated, or modified by preceding motion).

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### **APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES**

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

### **APPENDIX 2: ZONING CODE**

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

### APPENDIX 3: AERIAL PHOTO



October 31, 2016

Parcel Selected  
 Sales (Last 2 Years)

1:600  
 0 0.005 0.01 0.02 mi  
 0 0.01 0.02 0.04 km

Created by: St. Louis County GIS Service Center  
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Attachment: 17-002.Edwin Pepper SDP.Staff Report.3-6-2016 (2336 : Edwin Pepper, 9974 Old Olive Street Road, SDP and BA)



#### APPENDIX 4: SITE PHOTOGRAPHS

Taken:11/7/2016



Description: View of the subject property looking west from Old Olive Street Road



Description: View of the subject property looking west along Olive Boulevard.



Description: View of the subject property looking north from Olive Boulevard.

Attachment: 17-002.Edwin Pepper SDP.Staff Report.3-6-2016 (2336 : Edwin Pepper, 9974 Old Olive Street Road, SDP and BA)





PAINTED CONCRETE

ELDORADO EUROPEAN LEDGE  
SIDEWALK

NEW DOUBLE ENTRY DOOR

**A** EAST FACADE (FOR DESIGN INTENT ONLY)  
Not To Scale



PAINTED CONCRETE

ELDORADO EUROPEAN LEDGE  
SIDEWALK

**B** NORTH FACADE (FOR DESIGN INTENT ONLY)  
Not To Scale



PAINTED CONCRETE

ELDORADO  
EUROPEAN LEDGE  
SIDEWALK

**B** WEST FACADE (FOR DESIGN INTENT ONLY)  
Not To Scale



PAINTED CONCRETE

**B** SOUTH FACADE (FOR DESIGN INTENT ONLY)  
Not To Scale



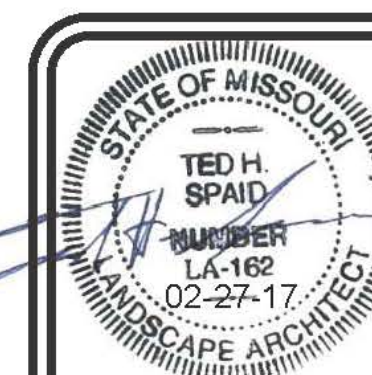
NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY IN EVENTS OF DISCREPANCIES, OMISSIONS, AND/OR CONFLICTS IN THE DRAWINGS OR SPECIFICATIONS. THE CONTRACTOR IS NOT AUTHORIZED TO SCALE THE DRAWINGS. ALL QUESTIONS IN REFERENCE TO CONTRACT DOCUMENTS SHALL BE IMMEDIATELY DIRECTED TO THE LANDSCAPE ARCHITECT.

Landscape Architect:



7722 Big Bend Blvd.  
St. Louis, MO 63119  
t. 314-644-5700

SWT Design, Inc.  
Missouri State Certificate of  
Authority #2006002904



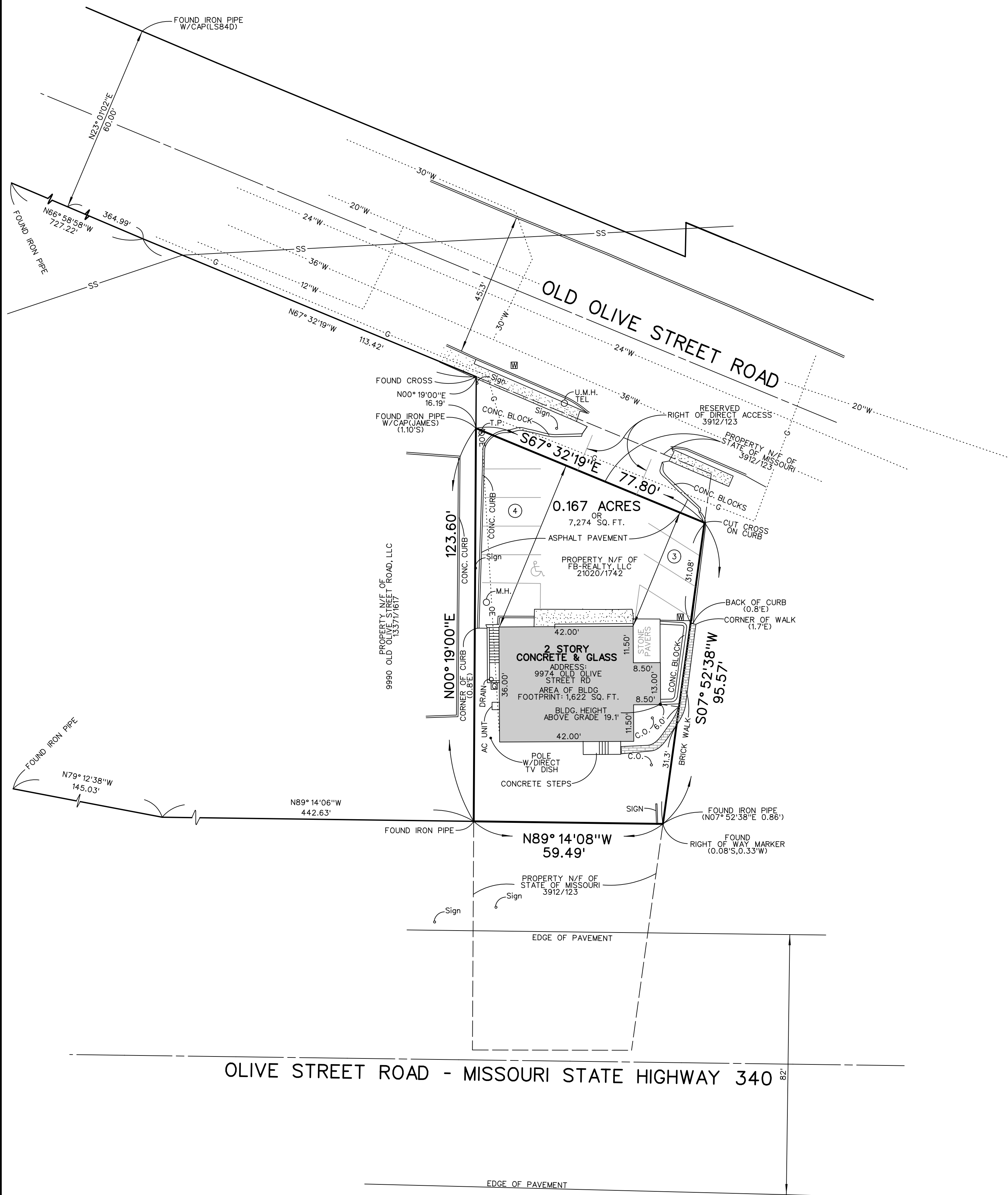
Ted Spaid  
Landscape Architect  
MO # LA - 162



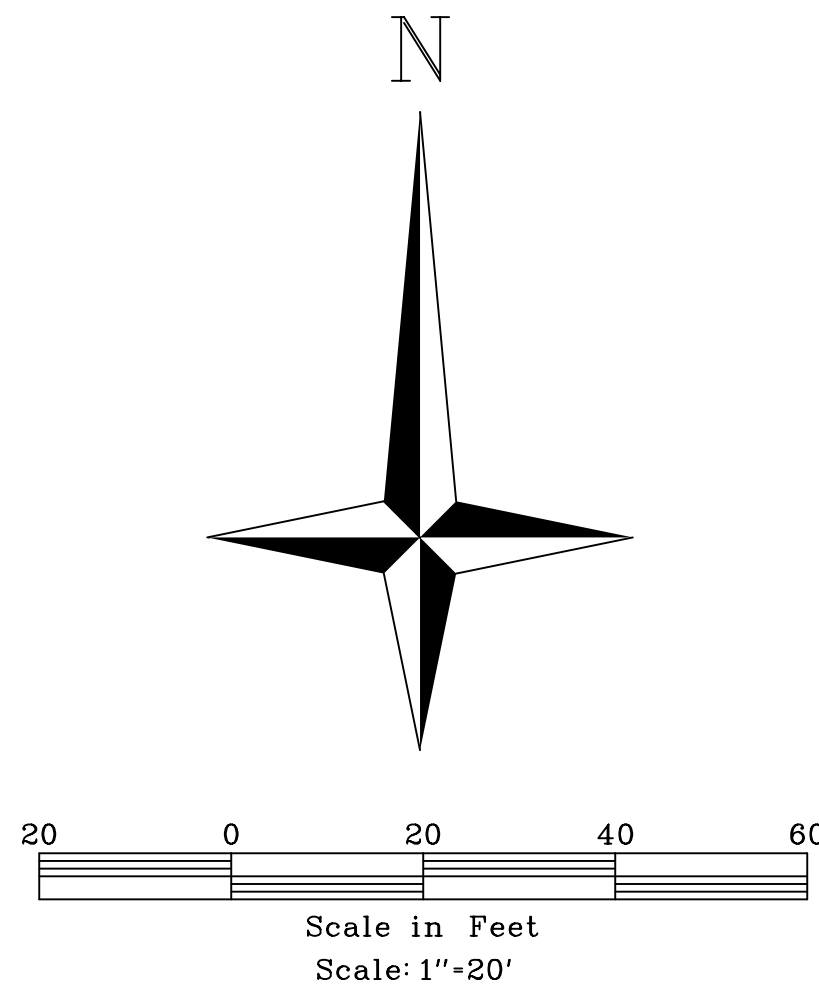
MISSOURI CORPORATE CERTIFICATES OF AUTHORITY:  
O. 000019 EXPIRES: DECEMBER 31, 2015 - LAND SURVEYING  
NO. 000203 EXPIRES: DECEMBER 31, 2015 - ENGINEERING



ALTA\ACSM LAND TITLE SURVEY  
A TRACT OF LAND IN SECTION 1  
TOWNSHIP 45 NORTH - RANGE 5 EAST  
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI



| LEGEND   |                       |
|----------|-----------------------|
| [Symbol] | AREA INLET            |
| [Symbol] | BOTTOM OF CURB        |
| [Symbol] | BOLLARD               |
| [Symbol] | CLEAN OUT             |
| [Symbol] | CURB INLET            |
| [Symbol] | DOUBLE CURB INLET     |
| [Symbol] | E.M.                  |
| [Symbol] | ELECTRIC METER        |
| [Symbol] | E.T.                  |
| [Symbol] | ELECTRIC TRANSFORMER  |
| [Symbol] | FIRE HYDRANT          |
| [Symbol] | GRATE INLET           |
| [Symbol] | GAS METER             |
| [Symbol] | GAS VALVE             |
| [Symbol] | LIGHT STANDARD        |
| [Symbol] | M.H.                  |
| [Symbol] | MANHOLE               |
| [Symbol] | TELEPHONE PEDESTAL    |
| [Symbol] | UTILITY MANHOLE       |
| [Symbol] | UTILITY POLE          |
| [Symbol] | WATER METER           |
| [Symbol] | WATER VALVE           |
| [Symbol] | NO. OF PARKING SPACES |
| [Symbol] | GAS LINE              |
| [Symbol] | OVERHEAD ELECTRIC     |
| [Symbol] | OVERHEAD UTILITIES    |
| [Symbol] | SANITARY SEWER        |
| [Symbol] | STORM SEWER           |
| [Symbol] | TELEPHONE LINE        |
| [Symbol] | UNDERGROUND ELECTRIC  |
| [Symbol] | WATER LINE            |
| [Symbol] | FENCE                 |



First American Title Insurance Company  
Commitment No: NCS-693123-DC72  
effectively dated September 16, 2014  
Schedule B Section II  
[Note: Surveyor's Comments in Parenthesis]

8. Easement granted to Union Electric Company, according to instrument recorded in Book 1302 page 87. (Easement does not plot on the surveyed property.)

Notes:

- Bearing on the West line adopted from deed recorded in Book 21020 page 1742 of the St. Louis County Records.
- Property referenced from First American Title Insurance Company, Commitment No. NCS-693123-DC72, effectively dated September 16, 2014. Said title commitment was relied upon to disclose all easements of record.
- Instrument recorded in Book 3912 page 123 relinquishes abutters rights of direct access to the highway, with the exception of direct access to any outer-roadway and to a 20 feet wide entrance off of Old Olive Street Road.
- Per City of Creve Coeur Zoning Map, property is zoned General Commercial.
- The underground utilities shown hereon were plotted from available information from Missouri American Water Company, The Metropolitan St. Louis Sewer District, and Laclede Gas Company, and do not necessarily reflect the actual existence, nonexistence, size, type, number, or location of these or other utilities. The general contractor shall be responsible for verifying the actual location of all underground utilities, shown or not shown, and shall be located in the field prior to any grading, excavation, or construction of improvements. These provisions shall in no way absolve any party from complying with the Underground Facility Safety and Damage Prevention Act, Chapter 319, RSMo. AmerenUE no longer releases maps of its electric facilities.
- There was no observed evidence of current earth moving work, building construction or building additions.
- We have determined the horizontal location of this tract of land in Chesterfield, Missouri, by scaling the property in reference to the "Flood Insurance Rate Map (FIRM), St. Louis County, Missouri and Incorporated Areas", Panel 167 of 420, Map Number 29189C0167-H with effective date of August 2, 1995. By express reference to the map and its legend, this tract is indicated to be within Zone X unshaded area.

The evaluation provided in this note is confined to simply indicating the apparent physical, horizontal location of the property with respect to the features displayed on the map. No field study of the drainage characteristics to which this property may be subject has been conducted or consulted and no representation concerning the insurability of this property or the potential of this property to be susceptible to flooding or subject to any flood hazard has been made.

We make no representation concerning the accuracy of this FIRM which includes a note that, "This map is for use in administering the National Flood Insurance Program; it does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size, or all planimetric features outside Special Flood Hazard Areas." All related reference material and all specific limitations contained in the FIRM and any limitations upon any inference that can be drawn from the horizontal location of this property in relation to the features of this map are incorporated herein.

This note is not intended for reliance by any party other than the addressee nor for any purpose other than expressly stated herein.

Property Description from Title Commitment:

A tract of land in the Northeast 1/4 of Section 1, Township 45 North, Range 5 East, St. Louis County, Missouri, and being described as follows: Beginning at a point in the South line of Olive Street Road, 60 feet wide, at its intersection with the West line of property conveyed to Katie Axt by deed in Book 235, Page 562 of the St. Louis County Recorder's Office, thence South 0 degrees 19 minutes West along the West line of said Axt conveyance 210.59 feet to a point in the South line of said Axt property thence South 89 degrees 11 minutes East along said South line 50.00 feet to a point, thence Northeast to a point in the South line of said Olive Street Road, being distant South 67 degrees 17 minutes East 80 feet from the West line of said Axt property, thence South 67 degrees 17 minutes West along said road line 80 feet to the point of beginning, excepting therefrom that part conveyed to State of Missouri by Deed recorded in Book 3912, Page 123.

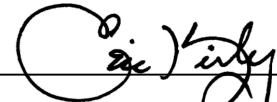
Property Description based on Survey

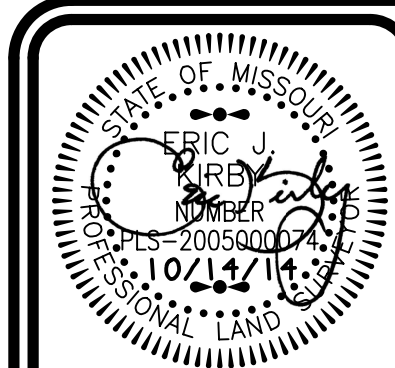
A tract of land being part of the Northeast 1/4 of Section 1, Township 45 North - Range 5 East, St. Louis County, Missouri and being more particularly described as follows:

Beginning at the intersection of the East line of property described in deed to 9990 Old Olive Street Road, LLC, as recorded in Book 13371 page 1617 of the St. Louis County Records and the South line of Old Olive Street Road, varying width, as widened by instrument recorded in Book 3912 page 123 of the St. Louis County Records; thence Eastwardly along said South line of Old Olive Street Road, varying width, South 67 degrees 32 minutes 19 seconds East 77.80 feet to the East line of property described in deed to FB-Reality, LLC as recorded in Book 21020 page 1742 of the St. Louis County Records; thence along said East line, South 07 degrees 52 minutes 38 seconds West 95.57 feet to the North line of Olive Street Road - Missouri State Route 340 as widened by instrument recorded in Book 3912 page 123 of the St. Louis County Records; thence Westwardly along said North line North 89 degrees 14 minutes 08 seconds West 59.49 feet to the aforementioned East line of the 9990 Old Olive Street Road, LLC property; thence Northwardly along said West line North 00 degrees 19 minutes 00 seconds East 123.60 feet to the point of beginning and containing 0.167 Acres according to survey by Volz Inc. during October 2014.

To: 9974 Old Olive Street RE, LLC  
First American Title Insurance Company  
FB-Reality, LLC

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA\ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 6(a), 7(a), 7(b), 7(c), 8, 9, 11(b), 13, 14, 16 & 21 of Table "A" thereof. The fieldwork was completed on October 3, 2014. This survey was also executed in compliance with the current Missouri Minimum Standards for Property Boundary Surveys adopted by the Missouri Board for Architects, Professional Engineers, Professional Land Surveyors and Landscape Architects and The Missouri Department of Natural Resources and meets the accuracy requirements set forth for Urban Property.

  
Eric J. Kirby  
Professional Land Surveyor  
Mo. P.L.S. #2005000074



Eric J. Kirby  
Professional Land Surveyor  
Mo. P.L.S. #2005000074

**VOLZ**  
Incorporated

10849 Indian Head Ind'l. Blvd.  
St. Louis, Missouri 63132  
314.426.6212 main - 314.890.1250 fax  
WWW.VOLZINC.COM

MISSOURI CORPORATE CERTIFICATES OF AUTHORITY:  
NO. 19 EXPIRES: DECEMBER 31, 2015 - LAND SURVEYING  
No. 203 EXPIRES: DECEMBER 31, 2015 - ENGINEERING

9974 Old Olive Street Rd  
20515-0  
Sheet 1 of 1



GENERAL NOTES:

THIS SITE IN THE FOLLOWING DISTRICTS:

METROPOLITAN ST. LOUIS SEWER DISTRICT  
CREVE COEUR FIRE PROTECTION DISTRICT  
RCKWOOD SCHOOL DISTRICT  
MISSOURI RIVER WATERSHED  
CITY OF CREVE COEUR WARD 1

THIS SITE IS IN THE FOLLOWING UTILITY SERVICE AREAS:

MISSOURI AMERICAN WATER COMPANY  
LACLEDE GAS COMPANY  
AMEREN COMPANY  
SOUTHWESTERN BELL TELEPHONE COMPANY  
CHARTER COMMUNICATION (CABLE TV)

SANITARY SEWER CONNECTIONS SHALL BE AS APPROVED BY THE METROPOLITAN ST. LOUIS SEWER DISTRICT.

STORMWATER MANAGEMENT SHALL BE DESIGNED PURSUANT TO THE CITY OF CREVE COEUR AND METROPOLITAN ST. LOUIS SEWER DISTRICT REQUIREMENTS AND DISCHARGED AT AN ADEQUATE NATURAL DISCHARGE POINT.

THE LOCATION OF STORM AND SANITARY SEWER IMPROVEMENTS ARE APPROXIMATE ONLY. ACTUAL CONDITIONS AND SHALL BE INDICATED ON THE LOCATION SHALL BE DETERMINED BY FIELD IMPROVEMENT PLANS.

GRADING SHALL BE PER CITY OF CREVE COEUR STANDARDS

A GRADING PERMIT OR IMPROVEMENT PLAN APPROVAL WILL NEED TO BE OBTAINED PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES ON THE SITE.

THE UNDERGROUND UTILITIES SHOWN HEREIN WERE PLOTTED FROM AVAILABLE INFORMATION AND DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NEAREST, SIZE, TYPE, NUMBER, OR LOCATION OF THESE OR OTHER UTILITIES. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND UTILITIES, SHOWN OR NOT SHOWN AND SHALL BE LOCATED IN EXCAVATION, OR CONSTRUCTION OF IMPROVEMENTS IN THE FIELD PRIOR TO ANY GRADING. THESE PROVISIONS SHALL IN NO WAY ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319, RSMO.

TRACT 1

PROPERTY DESCRIPTION FROM TITLE COMMITMENT:

A TRACT OF LAND IN THE NORTHEAST 1/4 OF SECTION 1, TOWNSHIP 45 NORTH, RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI, AND BEING DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE SOUTH LINE OF OLIVE STREET ROAD, 60 FEET WIDE, AT ITS INTERSECTION WITH THE WEST LINE OF PROPERTY CONVEYED TO KATIE AXT BY DEED IN BOOK 235, PAGE 662 OF THE ST. LOUIS COUNTY RECORDS; THENCE SOUTH 0 DEGREES 19 MINUTES WEST ALONG THE WEST LINE OF SAID AXT CONVEYANCE 210.59 FEET TO A POINT IN THE SOUTH LINE OF SAID AXT PROPERTY THENCE SOUTH 89 DEGREES 11 MINUTES EAST ALONG SAID SOUTH LINE 50.00 FEET TO A POINT, THENCE NORTHEAST TO A POINT IN THE SOUTH LINE OF SAID OLIVE STREET ROAD, BEING DISTANT SOUTH 67 DEGREES 17 MINUTES EAST 80 FEET FROM THE WEST LINE OF SAID AXT PROPERTY, THENCE SOUTH 67 DEGREES 17 MINUTES WEST ALONG SAID ROAD LINE 80 FEET TO THE POINT OF BEGINNING, EXCEPT THEREFROM THAT PART CONVEYED TO STATE OF MISSOURI BY DEED RECORDED IN BOOK 3912, PAGE 123.

PROPERTY DESCRIPTION BASED ON SURVEY

A TRACT OF LAND BEING PART OF THE NORTHEAST 1/4 OF SECTION 1, TOWNSHIP 45 NORTH, RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EAST LINE OF PROPERTY DESCRIBED IN DEED TO 9990 OLD OLIVE STREET ROAD, LLC, AS RECORDED IN BOOK 13371 PAGE 1617 OF THE ST. LOUIS COUNTY RECORDS AND THE SOUTH LINE OF OLD OLIVE STREET ROAD, VARYING WIDTH, AS WIDENED BY INSTRUMENT RECORDED IN BOOK 3912 PAGE 123 OF THE ST. LOUIS COUNTY RECORDS; THENCE EASTWARDLY ALONG SAID SOUTH LINE OF OLD OLIVE STREET ROAD, VARYING WIDTH, SOUTH 67 DEGREES 32 MINUTES 19 SECONDS EAST 77.80 FEET TO THE EAST LINE OF PROPERTY DESCRIBED IN DEED TO FB-REALTY, LLC AS RECORDED IN BOOK 21020 PAGE 1742 OF THE ST. LOUIS COUNTY RECORDS; THENCE ALONG SAID EAST LINE, SOUTH 07 DEGREES 52 MINUTES 38 SECONDS WEST 95.57 FEET TO THE NORTH LINE OF OLIVE STREET ROAD - MISSOURI STATE ROUTE 340 AS INSTRUMENT RECORDED IN BOOK 3912 PAGE 123 OF THE ST. LOUIS COUNTY RECORDS; THENCE WESTWARDLY ALONG SAID NORTH LINE NORTH 89 DEGREES 14 MINUTES 08 SECONDS WEST 59.49 FEET TO THE AFOREMENTIONED EAST LINE OF THE 9990 OLD OLIVE STREET ROAD, LLC PROPERTY; THENCE NORTHWARDLY ALONG SAID WEST LINE NORTH 00 DEGREES 19 MINUTES 00 SECONDS EAST 123.60 FEET TO THE POINT OF BEGINNING AND CONTAINING 0.167 ACRES ACCORDING TO SURVEY BY VOLZ INC. DURING OCTOBER 2014.

TRACT 2 - MODOT IDENTIFICATION NO. SL-0156:

A TRACT OF LAND BEING PART OF THE NORTHEAST QUARTER OF SECTION 1, TOWNSHIP 45 NORTH - RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS:

COMMENCING AT THE INTERSECTION OF THE EAST LINE OF PROPERTY DESCRIBED IN PARCEL 2 OF DEED TO 9990 OLD OLIVE STREET ROAD, LLC RECORDED IN BOOK 13371 PAGE 1617 OF THE ST. LOUIS COUNTY RECORDS WITH THE SOUTH LINE OF OLD OLIVE STREET ROAD, VARYING WIDTH, AS WIDENED BY INSTRUMENT RECORDED IN BOOK 3912 PAGE 123 OF THE ST. LOUIS COUNTY RECORDS; THENCE NORTHWARDLY ALONG THE EAST LINE OF SAID 9990 OLD OLIVE STREET ROAD, LLC PROPERTY, NORTH 0 DEGREES 19 MINUTES 00 SECONDS EAST 8.26 FEET TO A POINT; THENCE SOUTH 67 DEGREES 32 MINUTES 19 SECONDS EAST 76.55 FEET TO A POINT; THENCE ALONG A CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS SOUTH 22 DEGREES 27 MINUTES 41 SECONDS WEST 87.29 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 2.38 FEET TO THE ACTUAL POINT OF BEGINNING; THENCE ALONG A CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS SOUTH 24 DEGREES 31 MINUTE 23 SECONDS WEST 87.29 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 102.34 FEET TO A POINT; THENCE SOUTH 1 DEGREE 11 MINUTES 53 SECONDS WEST 14.00 FEET TO A POINT; THENCE ALONG A CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS NORTH 88 DEGREES 48 MINUTES 07 SECONDS WEST 14.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 8.29 FEET TO A POINT; THENCE NORTH 89 DEGREES 14 MINUTES 08 SECONDS WEST 63.08 FEET TO THE EAST LINE OF PROPERTY DESCRIBED IN DEED TO FB-REALTY, LLC RECORDED IN BOOK 21020 PAGE 1742 OF THE ST. LOUIS COUNTY RECORDS; THENCE NORTHWARDLY ALONG SAID EAST LINE, NORTH 7 DEGREES 52 MINUTES 38 SECONDS EAST 103.48 FEET TO THE ACTUAL POINT OF BEGINNING AND CONTAINING 4.891 SQUARE FEET OR 0.112 ACRES ACCORDING TO A SURVEY BY VOLZ INCORPORATED DURING AUGUST 2015, ORDER NUMBER 20515-01.

TRACT 3 - MODOT IDENTIFICATION NO. SL-0156A:

A TRACT OF LAND BEING PART OF THE NORTH-EAST QUARTER OF SECTION 1, TOWNSHIP 45 NORTH - RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT THE INTERSECTION OF THE EAST LINE OF PROPERTY DESCRIBED IN PARCEL 2 OF DEED TO 9990 OLD OLIVE STREET ROAD, LLC RECORDED IN BOOK 13371 PAGE 1617 OF THE ST. LOUIS COUNTY RECORDS WITH THE SOUTH LINE OF OLD OLIVE STREET ROAD, VARYING WIDTH, AS WIDENED BY INSTRUMENT RECORDED IN BOOK 3912 PAGE 123 OF THE ST. LOUIS COUNTY RECORDS; THENCE NORTHWARDLY ALONG THE EAST LINE OF SAID 9990 OLD OLIVE STREET ROAD, LLC PROPERTY, NORTH 0 DEGREES 19 MINUTES 00 SECONDS EAST 8.26 FEET TO A POINT; THENCE SOUTH 67 DEGREES 32 MINUTES 19 SECONDS EAST 76.55 FEET TO A POINT; THENCE ALONG A CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS SOUTH 22 DEGREES 27 MINUTES 41 SECONDS WEST 87.29 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 2.38 FEET TO A POINT; THENCE SOUTH 1 DEGREE 11 MINUTES 53 SECONDS WEST 14.00 FEET TO A POINT; THENCE ALONG A CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS NORTH 88 DEGREES 48 MINUTES 07 SECONDS WEST 14.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 8.29 FEET TO A POINT; THENCE NORTH 89 DEGREES 14 MINUTES 08 SECONDS WEST 63.08 FEET TO THE EAST LINE OF PROPERTY DESCRIBED IN DEED TO FB-REALTY, LLC RECORDED IN BOOK 21020 PAGE 1742 OF THE ST. LOUIS COUNTY RECORDS; THENCE NORTHWARDLY ALONG SAID EAST LINE, NORTH 7 DEGREES 52 MINUTES 38 SECONDS EAST 103.48 FEET TO THE ACTUAL POINT OF BEGINNING AND CONTAINING 600 SQUARE FEET OR 0.014 ACRES ACCORDING TO A SURVEY BY VOLZ INCORPORATED DURING AUGUST 2015, ORDER NUMBER 20515-01.

PROJECT NOTES:

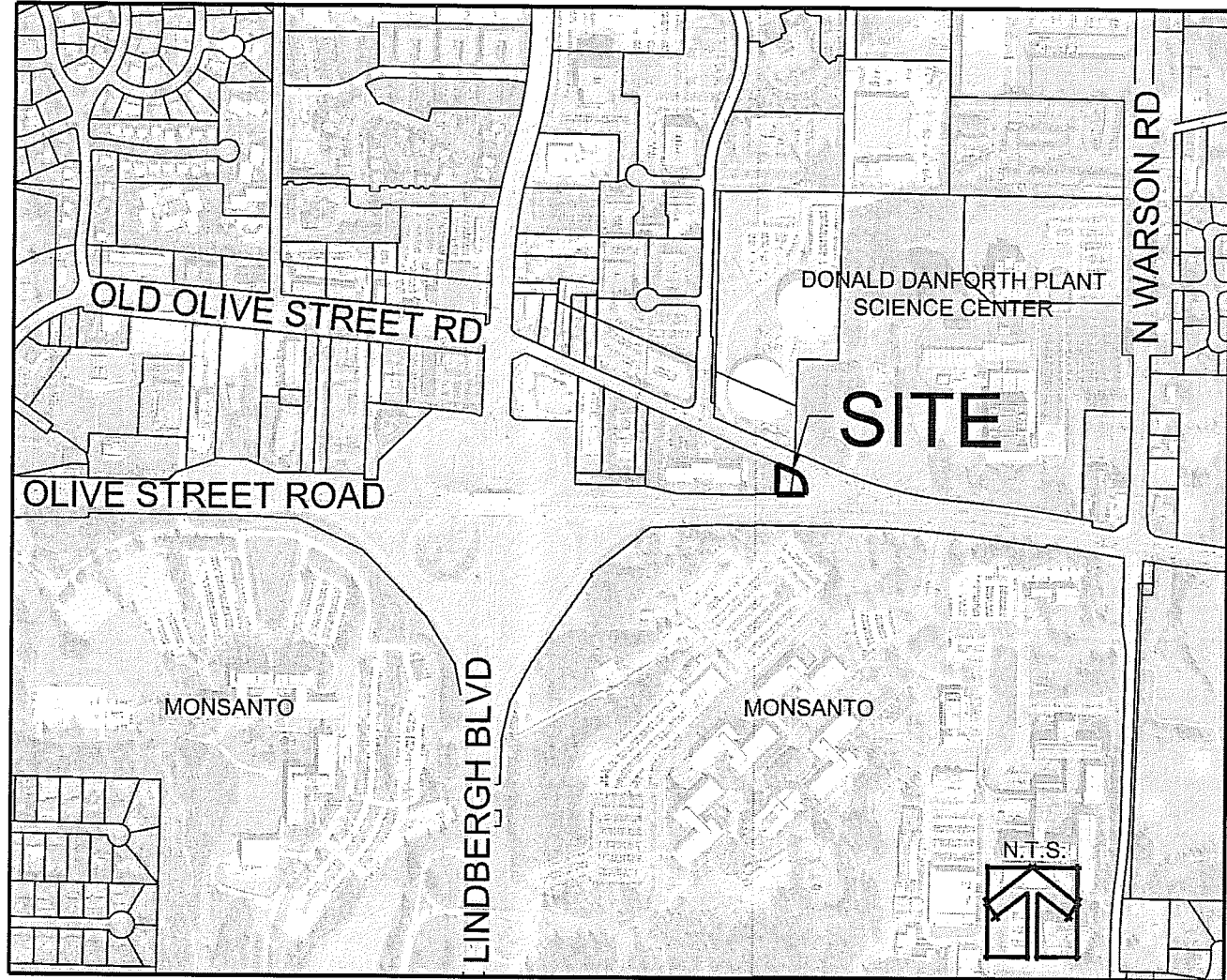
|                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                  |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| AREA OF SITE:               | 0.29 ACRES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 12,765 SF                                                                                        |
| TRACT 1 = 7,274 SF          | TRACT 2 = 4,891 SF                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TRACT 3 = 600 SF                                                                                 |
| LOCATOR NUMBER:             | 17M530510                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                  |
| SITE ADDRESS:               | 9974 OLD OLIVE STREET RD<br>SAINT LOUIS, MO 63141                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                  |
| OWNER OF RECORD:            | 9974 OLD OLIVE STREET ROAD R E LLC<br>STATE OF MISSOURI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 9974 OLD OLIVE STREET RD<br>SAINT LOUIS, MO 63141                                                |
| PREPARED FOR:               | 9974 OLD OLIVE STREET ROAD R E LLC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 9974 OLD OLIVE STREET RD<br>SAINT LOUIS, MO 63141                                                |
| PREPARED BY:                | <b>VOLZ</b><br>Incorporated                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 10849 INDIAN HEAD INDL.<br>BLVD.<br>ST. LOUIS, MO 63132<br>314.426.6212 MAIN<br>314.890.1250 FAX |
| EXISTING ZONING:            | "GC" GENERAL COMMERCIAL - SECTION 405.630                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                  |
| EXISTING BUILDING:          | 3000 SF TO REMAIN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                  |
| PARKING REQUIREMENTS:       | GENERAL OFFICE = 4 PARKING SPACES PER<br>1000 SF OF GROSS LEASABLE FLOOR AREA<br>3000 SF/1000 x 4 SPACES=                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 12<br>SPACES                                                                                     |
| PARKING PROPOSED:           | 16 SPACES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                  |
| LEGAL DESCRIPTION:          | A TRACT OF LAND IN SECTION 1 TOWNSHIP 45 NORTH<br>RANGE 5 EAST CITY OF CREVE COEUR, ST. LOUIS<br>COUNTY, MISSOURI                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                  |
| MAXIMUM SITE COVERAGE:      | SIXTY-THREE PERCENT (63%). THE PLANNING AND<br>ZONING COMMISSION MAY, IN ITS DISCRETION, ALLOW<br>THE PERMITTED COVERAGE TO BE INCREASED AS A<br>BONUS BY AN ADDITIONAL FACTOR (NOT TO EXCEED A<br>TOTAL OF SEVENTY PERCENT (70%) SITE COVERAGE) IN<br>CONSIDERATION OF SPECIAL OR OUTSTANDING<br>LANDSCAPE AND SITE PLANNING FEATURES AS<br>DEMONSTRATED BY A SITE DEVELOPMENT PLAN<br>SUBMITTED IN ACCORDANCE WITH SECTION 405.1080.<br>THE FEATURES TO BE CONSIDERED IN THE GRANTING<br>OF ANY BONUS COVERAGE MAY INCLUDE, BUT NOT BE<br>LIMITED TO, THE PROVISIONS OF: |                                                                                                  |
| 8456 SF / 12,765 SF = 66 %  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                  |
| MAXIMUM FLOOR AREA RATIO:   | FOUR-TENTHS (0.4)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                  |
| 3,000 SF / 12,765 SF = 0.23 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                  |

ST. LOUIS COUNTY BENCHMARK:

13211 NAVD83 (SLC2011A) ELEV. = 698.91  
STANDARD DNR ALUMINUM DISK STAMPED SL-22 SITUATED IN AN AREA OF GRAVEL AND SPARSE GRASS SOUTH OF OLIVE BOULEVARD BETWEEN THE ON AND OFF RAMP'S CONNECTING NORTHBOUND LINDBERGH BOULEVARD WITH EASTBOUND "X" BOULEVARD; 66.8 FEET EAST OF A CHISELED "X" 3 FEET ABOVE GROUND LEVEL ON THE EAST FACE OF THE NORTHERNMOST OF THREE STEEL I-BEAM SUPPORT POSTS FOR A MODOT EXIT SIGN READING "87 NORTH" WITH A DIRECTIONAL ARROW ABOVE "LINDBERGH BOULEVARD". ROUGHLY 20 FEET SOUTH OF THE SOLID WHITE STRIPE ALONG THE SOUTH SIDE OF THE SOUTHERNMOST EASTBOUND DRIVING LANE OF OLIVE BOULEVARD, AND 75 FEET NORTHEAST OF THE SOLID YELLOW STRIPE ALONG THE NORTHEAST SIDE OF THE EXIT LANE FROM EASTBOUND OLIVE BOULEVARD TO NORTHBOUND LINDBERGH BOULEVARD. (IN SEPTEMBER 2012, TWO SURVEY NAIL MARKERS IN THE SOUTH ASPHALT SHOULDER OF OLIVE BOULEVARD WERE 20.4 FEET NORTHWEST OF SL-22 AND 18 FEET NORTHEAST OF SL-22.)

SITE ENCHMARK:

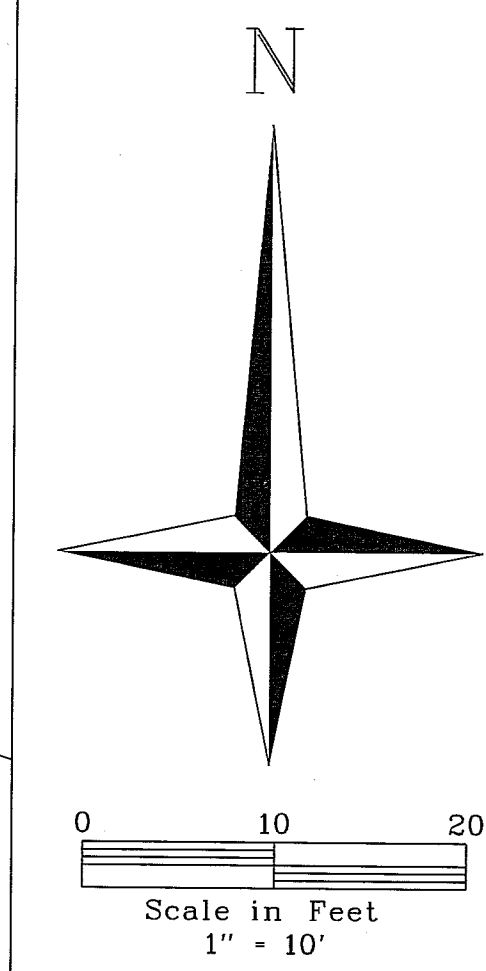
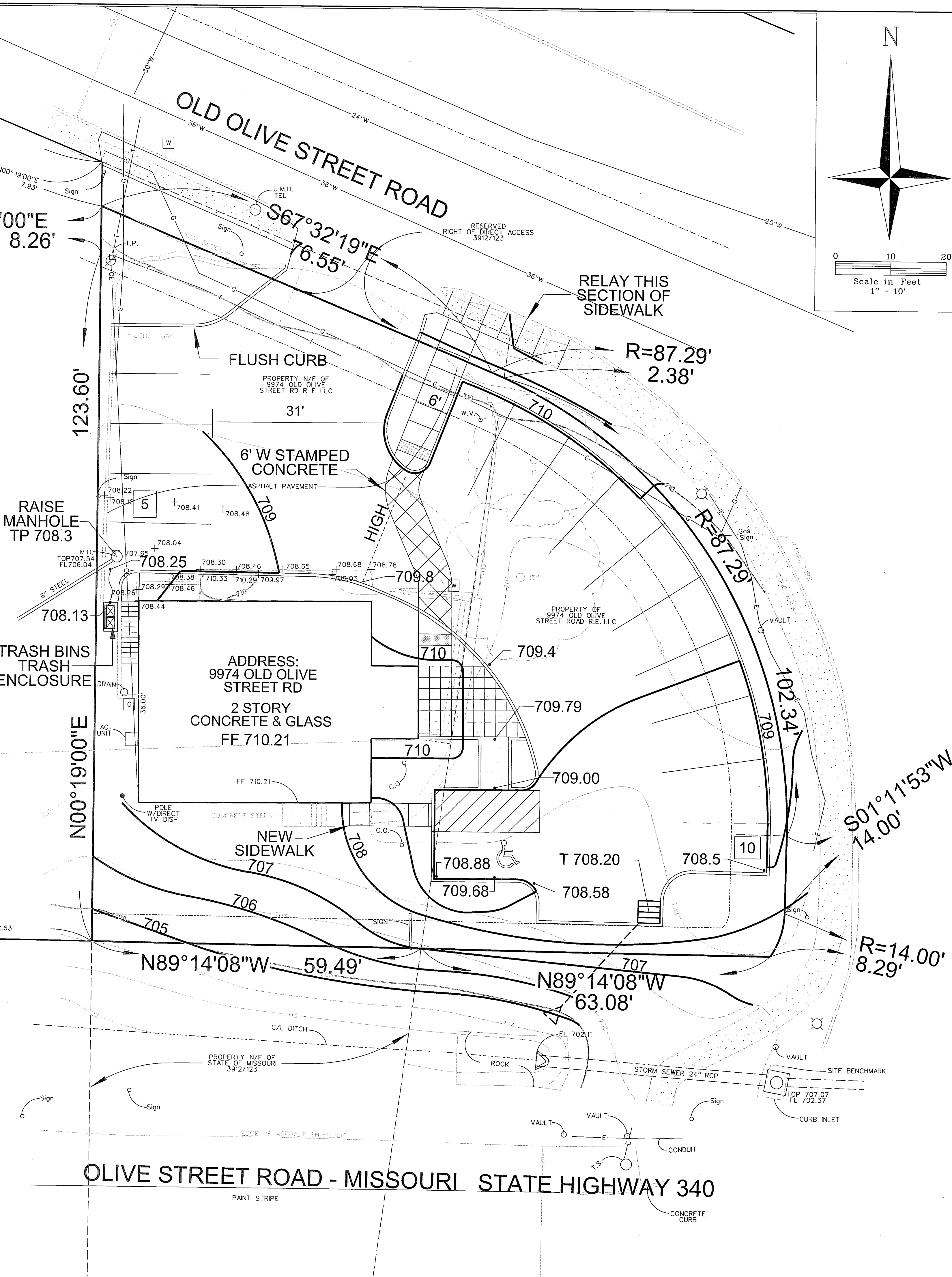
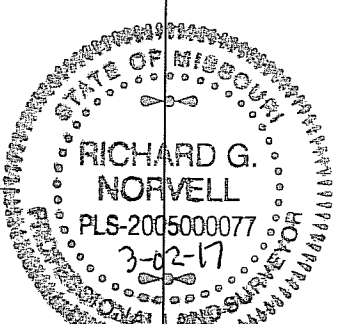
ELEV. = 707.07, NORTHEAST CORNER OF TOP OF CURB INLET AT THE NORTHWEST CORNER OF INTERSECTION OF OLIVE STREET ROAD AND OLD OLIVE STREET ROAD, BEING 19.8 FEET SOUTH OF AND 3.7 FEET EAST OF THE SOUTHEAST CORNER OF PROPOSED TRACT 1, AND BEING 126.6 FEET SOUTHEAST OF THE SOUTHWEST CORNER OF THE BUILDING AT 9974 OLD OLIVE STREET ROAD. THE SITE BENCHMARK WAS ESTABLISHED USING REAL TIME KINEMATIC SURVEY METHODS AND THE MODOT GPS RTK NETWORK. ST. LOUIS COUNTY BENCHMARKS 13211 AND 14514 WERE LOCATED AND THE VERTICAL DATUM WAS CONSTRAINED TO 13211. THE ESTIMATED POSITIONAL TOLERANCE OF THE SITE BENCHMARK IS ± 0.07". DRIP LINE OF TREES SHOWN IS BASED ON THE ASSUMED RATIO OF ONE INCH OF TRUNK DIAMETER: ONE FOOT OF DRIP LINE RADIUS.



THIS PLAN IS A CORRECT REPRESENTATION OF ALL EXISTING AND PROPOSED LAND DIVISIONS. IN THE PREPARATION OF THIS PLAN, NO GRADING BALANCES HAVE BEEN DONE AND THIS SITE DEVELOPMENT PLAN IS SUBJECT TO THAT WHICH A MORE DETAILED EVALUATION MAY INDICATE. SOILS AND SUBSURFACE INFORMATION HAVE NOT BEEN AVAILABLE AND HENCE NOT TAKEN INTO ACCOUNT. ZONING DENSITY IS ASSUMED. THE LOCATION, CAPACITY AND AVAILABILITY OF UTILITIES ARE TAKEN FROM AVAILABLE INFORMATION WITHOUT VERIFICATION. ACCORDINGLY, THE UNDERSIGNED DISCLAIMS RESPONSIBILITY FOR THE ACCURACY OF THE AFORESAID MATTERS FOR DILIGENCE THAT WOULD BE NECESSARY TO ADDRESS ALL OTHER ISSUES OF DEVELOPMENT.

*Timothy J. Meyer*  
TIMOTHY JOHN MEYER  
REGISTERED PROFESSIONAL ENGINEER  
NUMBER E-24665  
3-2-17

*Richard G. Norvell*  
RICHARD G NORVELL P.L.S.  
PROFESSIONAL LAND SURVEYOR  
PLS-2005000077



**VOLZ**  
Incorporated

10849 Indian Head Industrial Boulevard  
St. Louis, Missouri 63132  
Telephone: 314.426.6212  
314.890.1250 Fax  
www.volzinc.com

# 9974 OLD OLIVE ROAD

A TRACT OF LAND IN SECTION 1 TOWNSHIP 45 NORTH  
RANGE 5 EAST CITY OF CREVE COEUR,  
ST. LOUIS COUNTY, MISSOURI

## SITE DEVELOPMENT PLAN

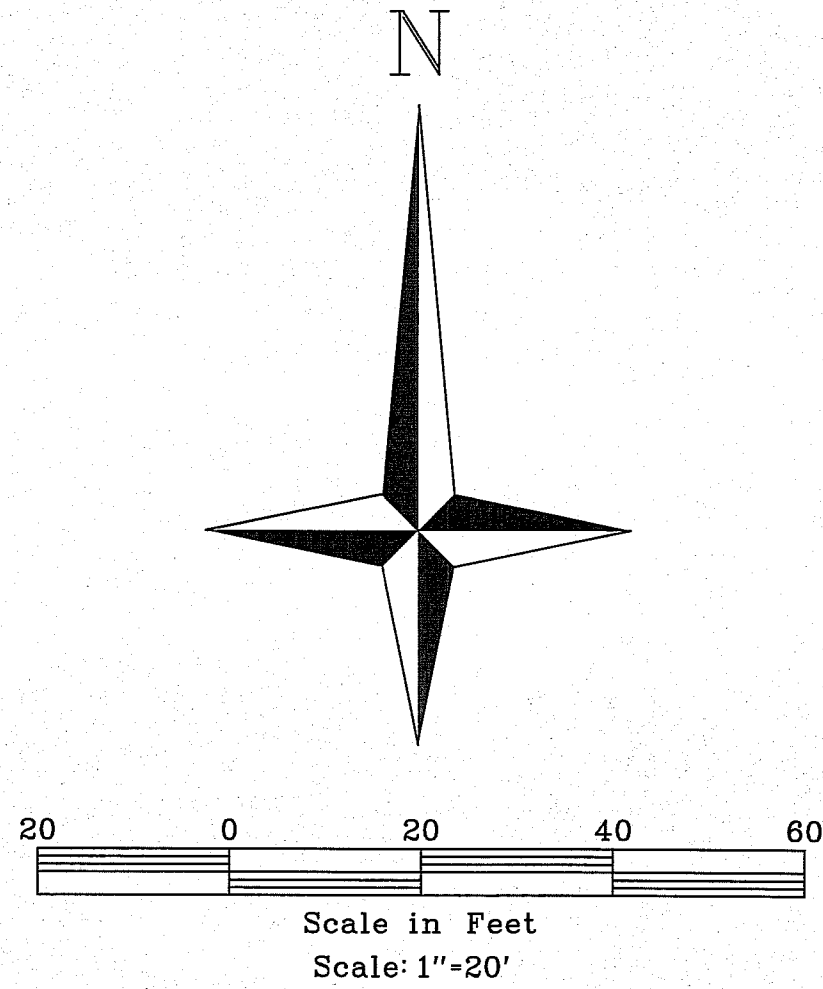
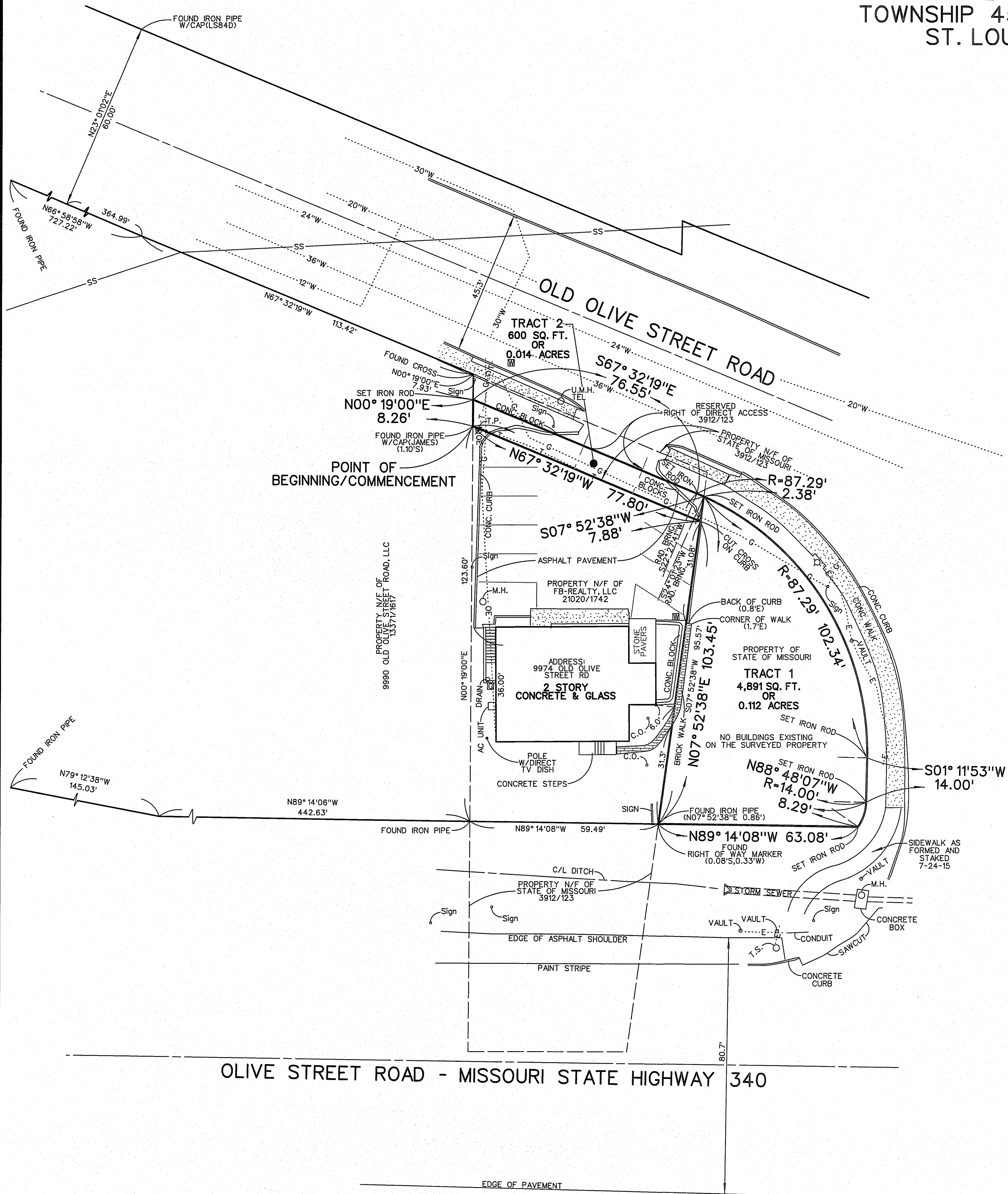
LOCATOR NUMBER: 17M530510  
AREA OF SITE: 0.29 ACRES  
ZONING: "GC" GENERAL COMMERCIAL  
PROJECT # 20515-4

12-16-2016

1



TWO TRACTS OF LAND BEING PART OF  
THE NORTHEAST QUARTER OF SECTION 1  
TOWNSHIP 45 NORTH - RANGE 5 EAST  
ST. LOUIS COUNTY, MISSOURI



| LEGEND   |                       |
|----------|-----------------------|
| [Symbol] | AREA INLET            |
| [Symbol] | BOTTOM OF CURB        |
| [Symbol] | BOLLARD               |
| [Symbol] | CLEAN OUT             |
| [Symbol] | CURB INLET            |
| [Symbol] | DOUBLE CURB INLET     |
| [Symbol] | ELECTRIC METER        |
| [Symbol] | ELECTRIC TRANSFORMER  |
| [Symbol] | FIRE HYDRANT          |
| [Symbol] | FLARED END            |
| [Symbol] | GRATE INLET           |
| [Symbol] | GAS METER             |
| [Symbol] | GAS VALVE             |
| [Symbol] | LIGHT STANDARD        |
| [Symbol] | MANHOLE               |
| [Symbol] | TELEPHONE PEDESTAL    |
| [Symbol] | TRAFFIC SIGNAL        |
| [Symbol] | UTILITY MANHOLE       |
| [Symbol] | UTILITY POLE          |
| [Symbol] | WATER METER           |
| [Symbol] | WATER VALVE           |
| [Symbol] | NO. OF PARKING SPACES |
| [Symbol] | GAS LINE              |
| [Symbol] | OVERHEAD ELECTRIC     |
| [Symbol] | OVERHEAD UTILITIES    |
| [Symbol] | SANITARY SEWER        |
| [Symbol] | STORM SEWER           |
| [Symbol] | TELEPHONE LINE        |
| [Symbol] | UNDERGROUND ELECTRIC  |
| [Symbol] | WATER LINE            |
| [Symbol] | FENCE                 |

Tract 1:

A tract of land being part of the Northeast Quarter of Section 1, Township 45 North - Range 5 East, St. Louis County, Missouri and being more particularly described as:

Commencing at the intersection of the East line of property described in Parcel 2 of deed to 9990 Old Olive Street Road, LLC recorded in Book 13371 page 1617 of the St. Louis County records with the South line of Old Olive Street Road, varying width, as widened by instrument recorded in Book 3912 page 123 of the St. Louis County records; thence Northwardly along the East line of said 9990 Old Olive Street Road, LLC property, North 0 degrees 19 minutes 00 seconds East 8.26 feet to a point; thence South 67 degrees 32 minutes 19 seconds East 76.55 feet to a point; thence along a curve to the right whose radius point bears South 22 degrees 27 minutes 41 seconds West 87.29 feet from the last mentioned point, a distance of 2.38 feet to the ACTUAL POINT OF BEGINNING; thence along a curve to the right whose radius point bears South 24 degrees 01 minute 23 seconds West 87.29 feet from the last mentioned point, a distance of 102.34 feet to a point; thence South 1 degree 11 minutes 53 seconds West 14.00 feet to a point; thence along a curve to the right whose radius point bears North 88 degrees 48 minutes 07 seconds West 14.00 feet from the last mentioned point, a distance of 8.29 feet to a point; thence North 89 degrees 14 minutes 08 seconds West 63.08 feet to the East line of property described in deed to FB-Realty, LLC recorded in Book 21020 page 1742 of the St. Louis County records; thence Northwardly along said East line, North 7 degrees 52 minutes 38 seconds East 103.45 feet to the actual point of beginning and containing 4,891 square feet or 0.112 acres according to a survey by Volz Incorporated during August 2015, Order Number 20515-01.

Tract 2:

A tract of land being part of the Northeast Quarter of Section 1, Township 45 North - Range 5 East, St. Louis County, Missouri and being more particularly described as:

Beginning at the intersection of the East line of property described in Parcel 2 of deed to 9990 Old Olive Street Road, LLC recorded in Book 13371 page 1617 of the St. Louis County records with the South line of Old Olive Street Road, varying width, as widened by instrument recorded in Book 3912 page 123 of the St. Louis County records; thence Northwardly along the East line of said 9990 Old Olive Street Road, LLC property, North 0 degrees 19 minutes 00 seconds East 8.26 feet to a point; thence South 67 degrees 32 minutes 19 seconds East 76.55 feet to a point; thence along a curve to the right whose radius point bears South 22 degrees 27 minutes 41 seconds West 87.29 feet from the last mentioned point, a distance of 2.38 feet to a point; thence South 7 degrees 52 minutes 38 seconds West 7.88 feet to a point in the aforesaid South line of Old Olive Street Road, varying width, as widened by instrument recorded in Book 3912 page 123 of the St. Louis County records; thence Westwardly along said South line, North 67 degrees 32 minutes 19 seconds West 77.80 feet to the point of beginning and containing 600 square feet or 0.014 acres according to a survey by Volz Incorporated during August 2015, Order Number 20515-01.

Notes:

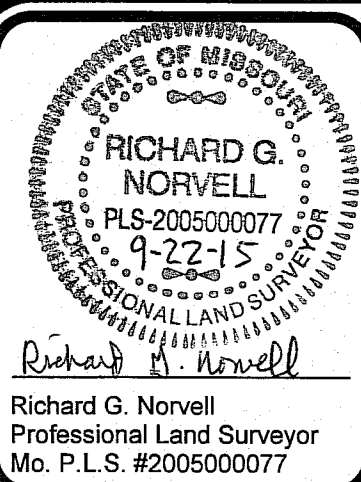
- Bearing on the Westernmost property line was adopted from deed recorded in Book 21020 page 1742 of the St. Louis County Records.
- A title commitment was not provided. This property is subject to easements and restrictions of record, if any.
- The Missouri One Call ticket number for this survey is 152013195. Members notified were as follows: Ameren Missouri Electric, ATT Distribution, Charter Communications, MoDOT St. Louis District, Laclede Gas Company, CTCLN - Centurylink, MNA-Bluebird, Missouri American Water Co., MCI, XO Communication and St. Louis Metropolitan Sewer.
- The underground utilities shown hereon were plotted from field markings by the Missouri One Call System and available information from Missouri American Water Company, The Metropolitan St. Louis Sewer District, and Laclede Gas Company, and do not necessarily reflect the actual existence, nonexistence, size, type, number, or location of these or other utilities. The general contractor shall be responsible for verifying the actual location of all underground utilities, shown or not shown, and shall be located in the field prior to any grading, excavation, or construction of improvements. These provisions shall in no way absolve any party from complying with the Underground Facility Safety and Damage Prevention Act, Chapter 319, RSMo.

We, Volz Incorporated, have by order of 9974 Old Olive Street Road R.E., LLC, made a property boundary and location of improvements survey of "A tract of land being part of the Northeast Quarter of Section 1, Township 45 North - Range 5 East, St. Louis County, Missouri" and the results are shown hereon. This survey was executed in compliance with the current Missouri Minimum Standards for Property Boundary Surveys adopted by the Missouri Board for Architects, Professional Engineers, Professional Land Surveyors and Landscape Architects and the Missouri Department of Natural Resources and meets the accuracy requirements set forth for Urban Property.

September 22, 2015

Date

*Richard A. Norvell*  
Richard G. Norvell, P.L.S.  
Professional Land Surveyor  
Mo. P.L.S. #200500077



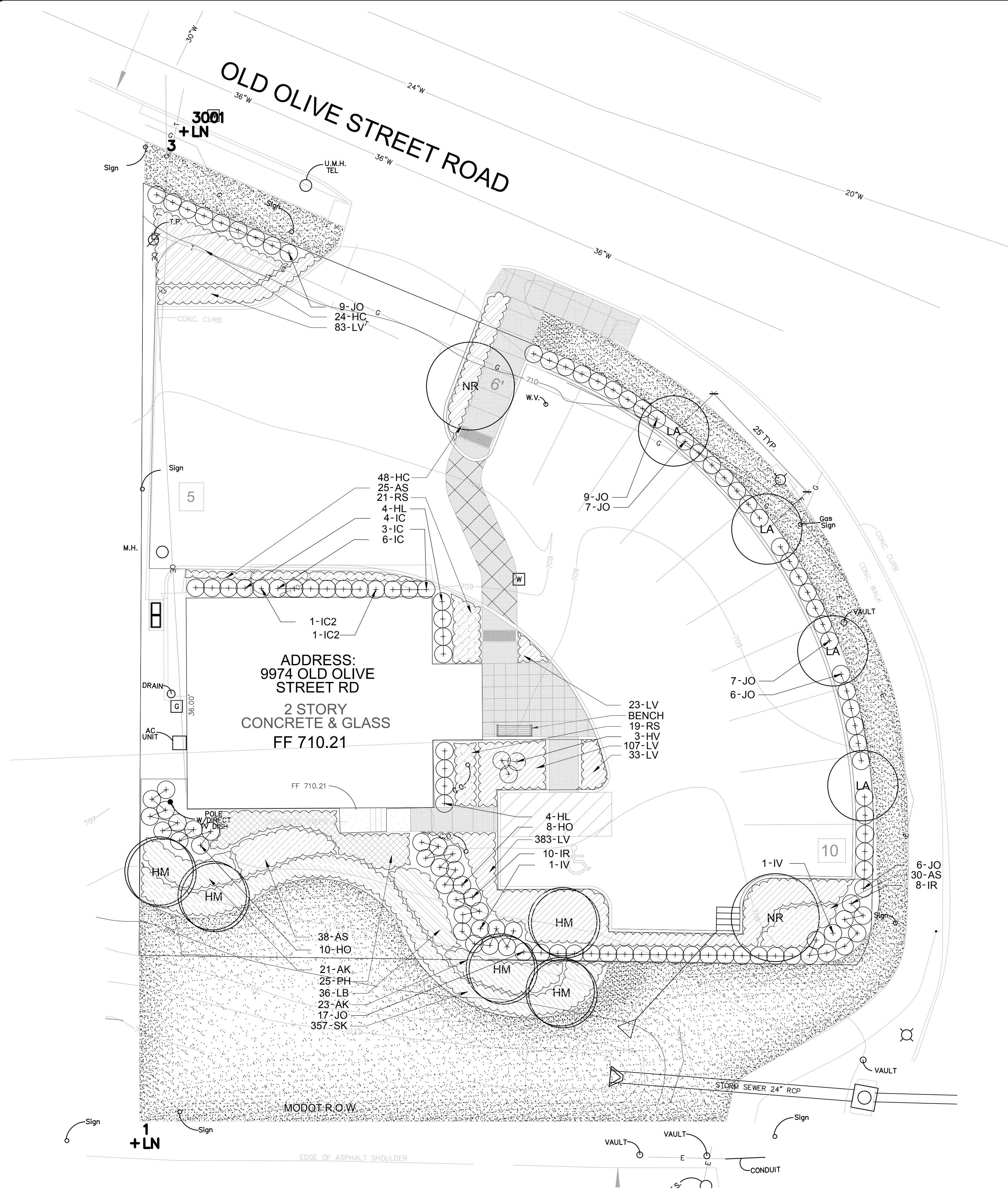
**VOLZ**  
Incorporated

10849 Indian Head Ind'l. Blvd.  
St. Louis, Missouri 63132  
314.426.6212 main - 314.890.1250 fax  
WWW.VOLZINC.COM

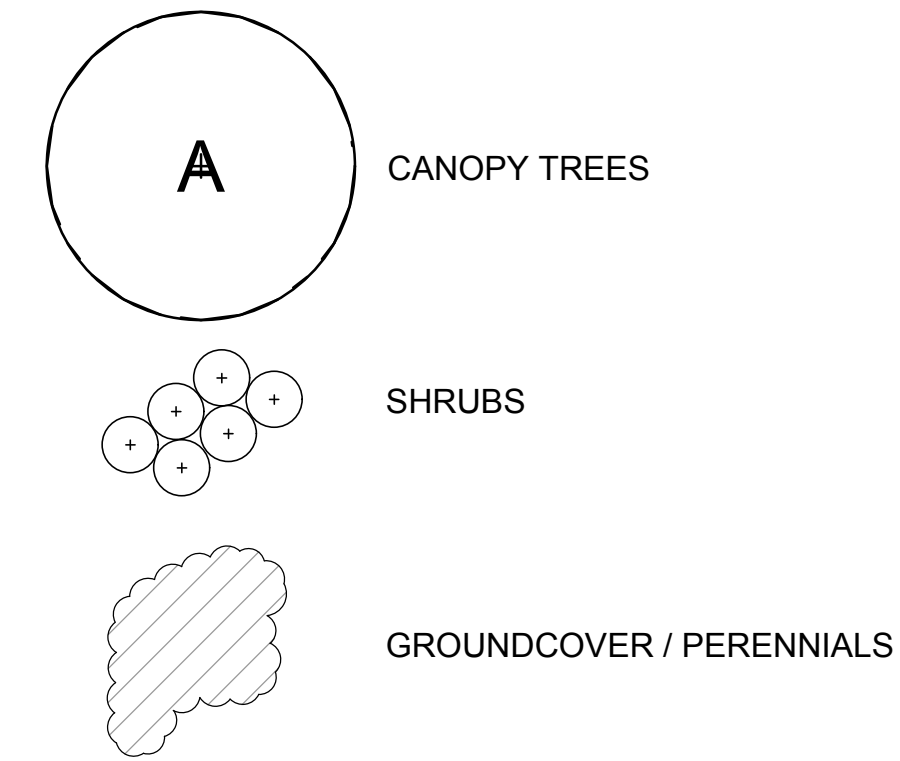
MISSOURI CORPORATE CERTIFICATES OF AUTHORITY:  
NO. 000019 EXPIRES: DECEMBER 31, 2015 - LAND SURVEYING  
NO. 000203 EXPIRES: DECEMBER 31, 2015 - ENGINEERING

Property Boundary Survey  
Abundant 9974 Old Olive Street  
Crave, Mo. MO 63141  
20515-01  
Sheet 1 of 1





## LEGEND



NOTE: ALL LANDSCAPE BEDS TO IRRIGATED  
WITH AUTOMATIC DRIP IRRIGATION  
AND ALL TURF AREAS TO BE IRRIGATED  
WITHAUTOMATIC SPRAY ROTARS.

## LANDSCAPE CALCULATIONS

REQUIRED INTERIOR LANDSCAPE = 194.4 SQUARE FEET

PROPOSED INTERIOR LANDSCAPE = 392.6 SQUARE FEET

DESIGN NARRATIVE:

A key design intent is to frame and showcase the building within a garden setting. Trees along both Old Olive and Olive exceed the City's requirements. Flowering trees are used along the south side in clusters to frame the building and provide seasonal interest. Large perennial massing's, flowering and evergreen shrubs serves to highlight an important corner of Creve Coeur that is currently visually unpleasing. The high level of landscape design complement the mission of the Edwin Pepper & Associates as a prestigious interior design firm.

## PLANT SCHEDULE

| TREES | QTY | BOTANICAL NAME                   | COMMON NAME         | SPACING  | SIZE   | COMMENTS                           |
|-------|-----|----------------------------------|---------------------|----------|--------|------------------------------------|
| HM    | 5   | Heptacodium miconioides          | Seven Sons Flower   | As Shown | 8' Ht. | Multi-Stem; B&B                    |
| LA    | 4   | Liriodendron tulipifera 'Arnold' | Arnold Tulip Poplar | As Shown | 3"Cal  | Per Details, B&B, 7.5' Clear Trunk |
| NR    | 2   | Nyssa sylvatica 'Red Rage' TM    | Red Rage Black Gum  | As Shown | 3"Cal  | Per Details, B&B, 6' Clear Trunk   |

| SHRUBS | QTY | BOTANICAL NAME                      | COMMON NAME                  | SPACING  | SIZE | COMMENTS           |
|--------|-----|-------------------------------------|------------------------------|----------|------|--------------------|
| HL     | 8   | Hydrangea paniculata 'Limelight' TM | Limelight Hydrangea          | 3' O.C.  | #3   | Per Details, Cont. |
| HO     | 18  | Hydrangea quercifolia 'Snow Queen'  | Snow Queen Oakleaf Hydrangea | 30" O.C. | #3   | Per Details, Cont. |
| HV     | 3   | Hibiscus x 'Vintage Wine'           | Vintage Wine Hibiscus        | 30" O.C. | #3   | Per Details, Cont. |
| IC     | 13  | Ilex x meserveae 'China Girl' TM    | China Girl Holly             | 30" O.C. | #5   | Per Details, Cont. |
| IC2    | 2   | Ilex x meserveae 'China Boy' TM     | China Boy Holly              | 3' O.C.  | #3   | Per Details, Cont. |
| IR     | 18  | Ilex verticillata 'Red Sprite'      | Red Sprite Winterberry       | 3' O.C.  | #3   | Per Details, Cont. |
| IV     | 2   | Ilex verticillata 'Jim Dandy'       | Jim Dandy Winterberry        | 3' O.C.  | #3   | Per Details, Cont. |
| JO     | 61  | Juniperus virginiana 'Grey Owl'     | Grey Owl Juniper             | 3' O.C.  | #3   | Per Details, Cont. |

| SHRUB AREAS | QTY | BOTANICAL NAME                                  | COMMON NAME              | SPACING  | SIZE | COMMENTS           |
|-------------|-----|-------------------------------------------------|--------------------------|----------|------|--------------------|
| AK          | 44  | Aster x KICKIN TM 'Lavender'                    | Aster                    | 24" O.C. | SP4  | Per Details, Cont. |
| AS          | 95  | Anemone x hybrida 'September Charm'             | September Charm Anemone  | 18" O.C. | SP4  | Per Details, Cont. |
| HC          | 123 | Hypericum calycinum                             | Creeping St. John's Wort | 18" O.C. | SP4  | Per Details, Cont. |
| LB          | 36  | Leucanthemum x superbum 'Becky'                 | Shasta Daisy             | 18" O.C. | SP4  | Per Details, Cont. |
| LV          | 622 | Liriope muscari 'Variegata'                     | Variegated Lily Turf     | 12" O.C. | SP2  | Per Details, Cont. |
| PH          | 25  | Panicum virgatum 'Heavy Metal'                  | Blue Switch Grass        | 30" O.C. | SP4  | Per Details, Cont. |
| RS          | 43  | Rudbeckia fulgida sullivantii 'Little Goldstar' | Coneflower               | 18" O.C. | SP4  | Per Details, Cont. |
| SK          | 357 | Sedum kamtschaticum                             | Orange Stonecrop         | 12" O.C. | SP1  | Per Details, Cont. |

| GROUND COVERS                                                                         | QTY      | BOTANICAL NAME          | COMMON NAME          | TYPE | - | COMMENTS |
|---------------------------------------------------------------------------------------|----------|-------------------------|----------------------|------|---|----------|
|  | 4,347 sf | Festuca spp. Fescue Mix | Turf-typeTall Fescue | Sod  |   |          |

**A PLANTING PLAN**  
SCALE: 1"=10'-0"

Graphic Scale: 1" = 10'



A horizontal scale bar with tick marks at 0', 5', 10', 20', and 30'. The segments between 0' and 5', 5' and 10', and 10' and 20' are solid black. The segment between 20' and 30' is a thin black line.



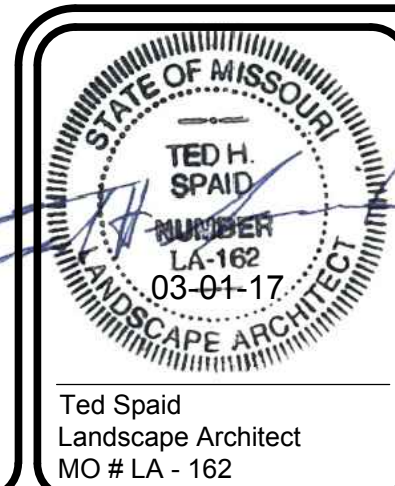
NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY IN EVENTS OF DISCREPANCIES, OMISSIONS, AND/OR CONFLICTS IN THE DRAWINGS OR SPECIFICATIONS. THE CONTRACTOR IS NOT AUTHORIZED TO SCALE THE DRAWINGS. ALL QUESTIONS IN REFERENCE TO CONTRACT DOCUMENTS SHALL BE IMMEDIATELY DIRECTED TO THE LANDSCAPE ARCHITECT.

Landscape Architect:



7722 Big Bend Blvd.  
St. Louis, MO 63119  
t. 314.644.5700

SWT Design, Inc.  
Missouri State Certificate of  
Authority #2006002904

**VOLZ**  
Incorporated

10849 Indian Head Ind'l. Blvd.  
St. Louis, Missouri 63132  
314.426.6212 main - 314.890.1250 fax  
WWW.VOLZINC.COM

MISSOURI CORPORATE CERTIFICATES OF AUTHORITY:  
NO. 000019 EXPIRES : DECEMBER 31, 2015 - LAND SURVEYING  
NO. 000203 EXPIRES: DECEMBER 31, 2015 - ENGINEERING

Excess Right Of Way  
cutting 9974 Old Olive Street  
Creve Coeur, MO 63141



SCIENTIFIC NAME | *Heptacodium miconioides*

COMMON NAME | Seven-son flower

SWTDESIGN



|               |                                             |
|---------------|---------------------------------------------|
| TYPE:         | Ornamental tree                             |
| FAMILY:       | Caprifoliaceae                              |
| ZONE:         | 5 to 9                                      |
| NATIVE RANGE: | None                                        |
| HEIGHT:       | 15 to 20 feet                               |
| SPREAD:       | 8 to 10 feet                                |
| BLOOM TIME:   | September                                   |
| BLOOM COLOR:  | White                                       |
| SUN:          | Full sun                                    |
| WATER:        | Medium                                      |
| MAINTENANCE:  | Medium                                      |
| FLOWERS:      | Showy flowers, fragrant                     |
| FRUIT:        | Showy fruit                                 |
| WILDLIFE:     | Attracts butterflies, attracts hummingbirds |

Attachment: Applicants Materials submitted 3-2-2017 (2336 : Edwin Pepper, 9974 Old Olive Street Road, SDP and BA)

## ORNAMENTAL TREE

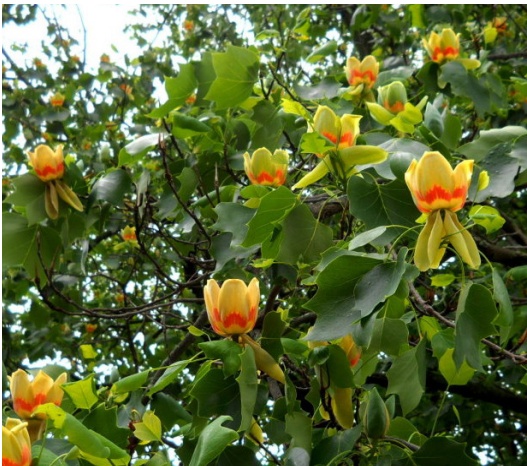
SWT Design is an environmentally conscious, high design, planning and landscape architecture firm.



SCIENTIFIC NAME | *Liriodendron tulipifera* 'Arnold'

COMMON NAME | Arnold Tulip Poplar

SWT DESIGN



|               |                                           |
|---------------|-------------------------------------------|
| TYPE:         | Deciduous tree                            |
| FAMILY:       | Magnoliaceae                              |
| NATIVE RANGE: | Eastern North America                     |
| ZONE:         | 4 to 9                                    |
| HEIGHT:       | 60 to 90 feet                             |
| SPREAD:       | 30 to 50 feet                             |
| BLOOM TIME:   | May to June                               |
| BLOOM COLOR:  | Yellow with an orange band at petal bases |
| SUN:          | Full sun                                  |
| WATER:        | Medium                                    |
| MAINTENANCE:  | Low                                       |
| LEAVES:       | Good fall color                           |
| TOLERATES:    | Rabbit, Deer, Clay Soil                   |

Attachment: Applicants Materials submitted 3-2-2017 (2336 : Edwin Pepper, 9974 Old Olive Street Road, SDP and BA)

## DECIDUOUS TREES

SWT Design is an environmentally conscious, high design, planning and landscape architecture firm.



SCIENTIFIC NAME | *Nyssa sylvatica* 'Red Rage' TM

COMMON NAME | Red Rage Black gum



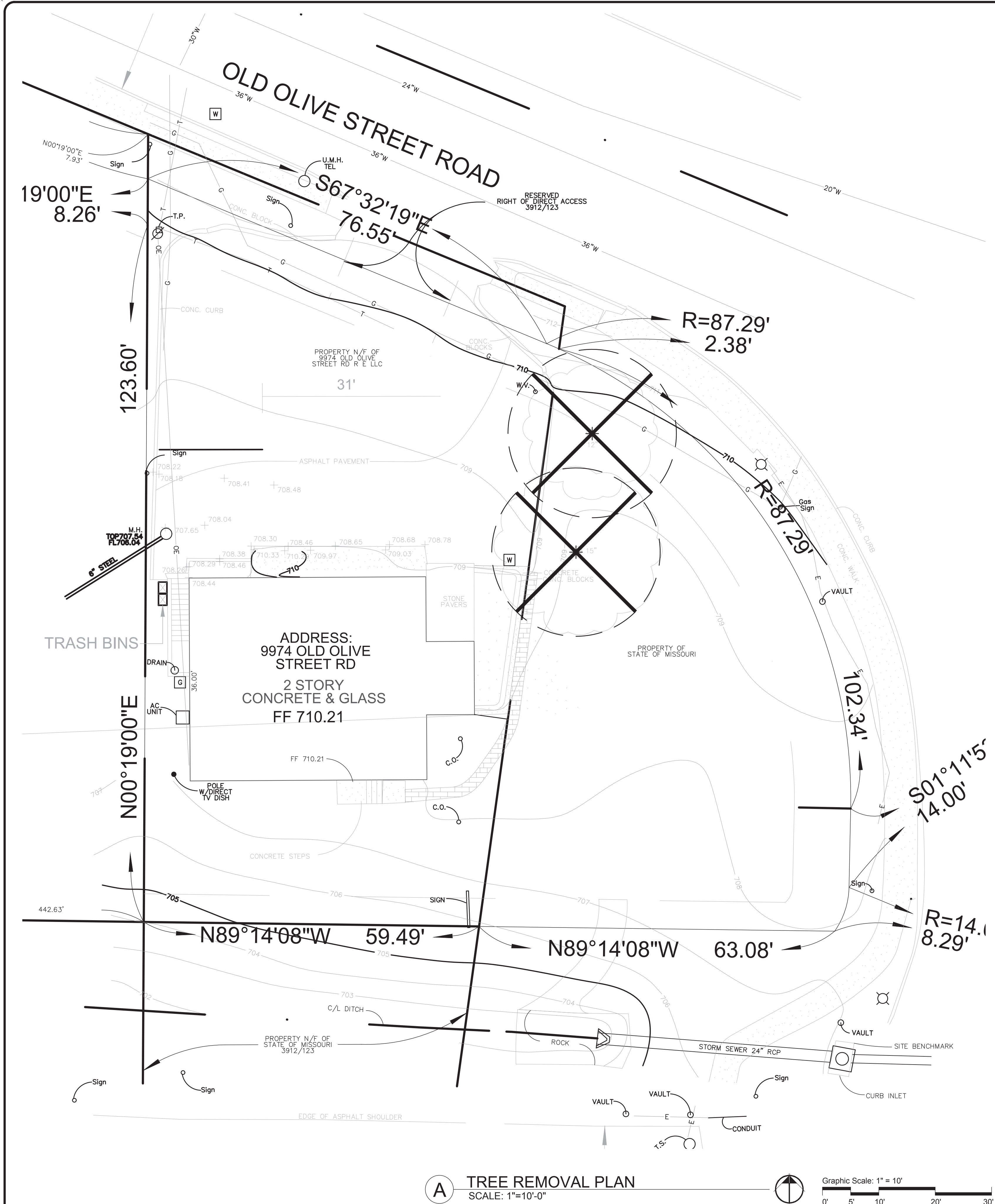
|               |                                |
|---------------|--------------------------------|
| TYPE:         | Deciduous tree                 |
| FAMILY:       | Cornaceae                      |
| NATIVE RANGE: | Eastern North America          |
| ZONE:         | 3 to 9                         |
| HEIGHT:       | 30 to 50 feet                  |
| SPREAD:       | 20 to 30 feet                  |
| BLOOM TIME:   | May to June                    |
| BLOOM COLOR:  | Greenish white (insignificant) |
| SUN:          | Full sun to part shade         |
| WATER:        | Medium to wet                  |
| MAINTENANCE:  | Low                            |
| LEAVES:       | Good fall color                |
| TOLERATES:    | Clay soil, wet soil            |

Attachment: Applicants Materials submitted 3-2-2017 (2336 : Edwin Pepper, 9974 Old Olive Street Road, SDP and BA)

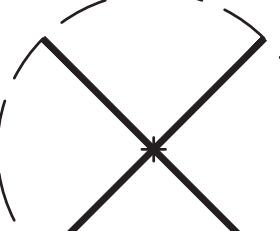
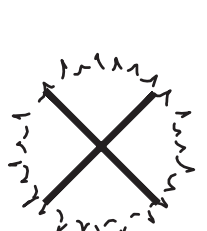
## DECIDUOUS TREES

SWT Design is an environmentally conscious, high design, planning and landscape architecture firm.





**LEGEND**



EXISTING TO BE REMOVED

 Call Before you DIG  
TOLL FREE  
1-800-344-7483  
MISSOURI ONE-CALL SYSTEM INC.  
MODOT (314) 340-4100

**A TREE REMOVAL PLAN**  
SCALE: 1"=10'-0"

Graphic Scale: 1" = 10'  
0' 5' 10' 20' 30'

NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY IN EVENTS OF DISCREPANCIES, OMISSIONS, AND/OR CONFLICTS IN THE DRAWINGS OR SPECIFICATIONS. THE CONTRACTOR IS NOT AUTHORIZED TO SCALE THE DRAWINGS. ALL QUESTIONS IN REFERENCE TO CONTRACT DOCUMENTS SHALL BE IMMEDIATELY DIRECTED TO THE LANDSCAPE ARCHITECT.

Landscape Architect:  
**SWT DESIGN**  
7722 Big Bend Blvd.  
St. Louis, MO 63119  
t. 314.644-5700

STATE OF MISSOURI  
TED H. SPAID  
LANDSCAPE ARCHITECT  
NUMBER  
LA-162  
01-40-17

**VOLZ Incorporated**  
10849 Indian Head Ind'l. Blvd.  
St. Louis, Missouri 63132  
314.426.6212 main - 314.890.1250 fax  
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MISSOURI CORPORATE CERTIFICATES OF AUTHORITY:  
NO. 000019 EXPIRES: DECEMBER 31, 2015 - LAND SURVEYING  
NO. 000203 EXPIRES: DECEMBER 31, 2015 - ENGINEERING

Property Boundary Survey  
Excess Right Of Way  
Abutting 9974 Old Olive Street  
Cleve Coeur, MO 63141



NOTE: BUSINESS HOURS FOR THIS PROPERTY ARE MONDAY THROUGH SATURDAY 9:30 AM- 5:30 PM NO ADDITIONAL PARKING LOT LIGHTING REQUIRED PER HOURS OF USE ACCORDING TO CREVE COEUR ZONING SECTION 405.810(4)



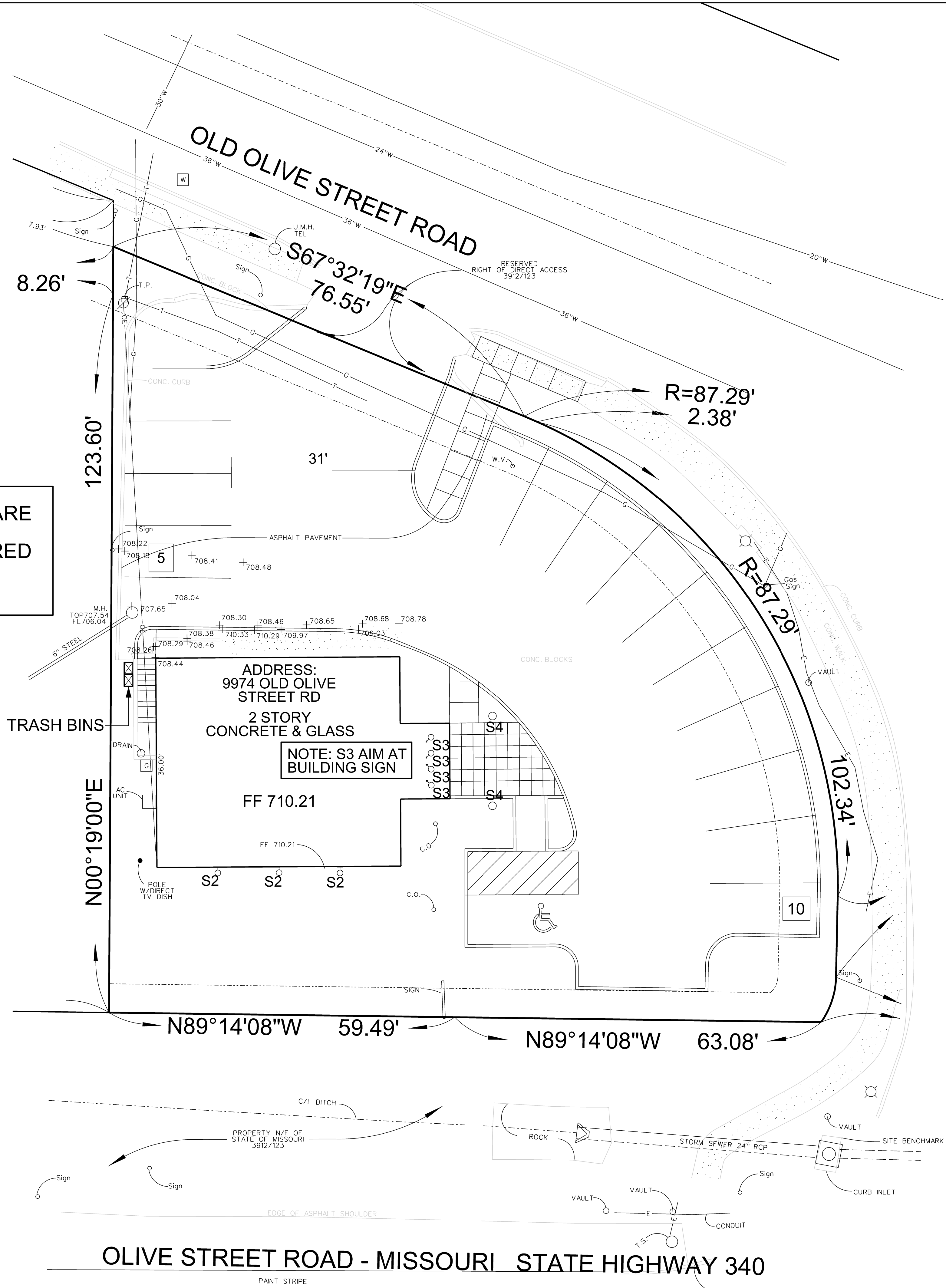
Envision Lighting Design, LLC  
726 Highway C, Suite 100  
Lisle, IL 60532  
C: 314.435.8116  
E: edwin@envisionlighting.com  
W: www.envisionlighting.com

|           |                        |
|-----------|------------------------|
| PROJECT:  | Edwin Pepper Interiors |
| LOCATION: | Creve Coeur, MO        |
| DATE:     | 12/16/2016             |
| REVISION: |                        |

GENERAL NOTES:

- Luminaires (light fixtures) shall bear appropriate UL label. Luminaires shall bear a UL Wet label as required by code.
- Shading protection of all luminaires shall comply with local building codes.
- Luminaires located in an insulated ceiling area shall have an IC housing. Luminaires located in a fire-rated ceiling shall be provided with approved fire-rated enclosures.
- Contractor is responsible for all hardware and accessories necessary to install the luminaires according to local and national codes.
- Trim on all recessed downlight luminaires shall be painted to match the ceiling surface to which they are mounted.
- Contractor shall verify fixture locations, recess depths, and compatibility of luminaires with ceiling material prior to shop drawing submittal.
- Recessed luminaires shall be installed so that the bottom of the fixture is even with the finished ceiling plane with no light leaks. Ceiling thickness in excess of 3/4" shall be identified in writing by Contractor and/or Architect.
- Adjustable light fixtures shall be adjusted by the Contractor under the direction of the Lighting Designer and/or the Architect. Labor and material costs to comply with this requirement shall be included in the base bid.
- Walls directly illuminated shall be installed and finished in such a manner to minimize blemishes.
- Responsibility for emergency lighting, voltage, and circuiting to comply with codes remains with the Architect and/or Electrical Engineer as required by law.
- Lamps (light bulbs) are specified in the attached fixture schedule, and should be installed in all luminaires.
- Envision Lighting Design, LLC shall review all fixture substitutions prior to bid. Contractor shall supply photometric data and/or a sample if requested.
- If contractor's substitution is rejected, Contractor shall provide specified product.

| LUMINAIRE SCHEDULE:                                                                 |      |                                                                                                                                  |                        |                                    |                     |
|-------------------------------------------------------------------------------------|------|----------------------------------------------------------------------------------------------------------------------------------|------------------------|------------------------------------|---------------------|
| IMAGE                                                                               | TYPE | DESCRIPTION                                                                                                                      | MANUFACTURER / CATALOG | LAMP INFORMATION                   | NOTES               |
|  | S1   | Not Used                                                                                                                         |                        |                                    | Light direction:    |
|  | S2   | Ultra narrow beam down-only cylinder sconce<br>Finish: Bronze                                                                    | WAC Lighting           | DS-W505-U10B-BZ                    | 3000K LED, 11 watts |
|  | S3   | Adjustable accent LED sign light fixture with integral adjustable brightness control and adjustable beam angle<br>Finish: Bronze | WAC Lighting           | S612-30-BZ                         | 3000K LED, 16 watts |
|  | S4   | Illuminated 42" full-cutoff round LED bollard at entry and ramp<br>Finish: Dark bronze                                           | Lithonia               | KCB4LED-12C-350-30K-ASY-MVOLT-DDXB | 3000K LED, 16 watts |
|  | S5   | Wall sconce at entry<br>Finish: Bronze                                                                                           | WAC Lighting           | WS-W531B-BZ                        | 3000K LED, 11 watts |



LIGHTING PLAN

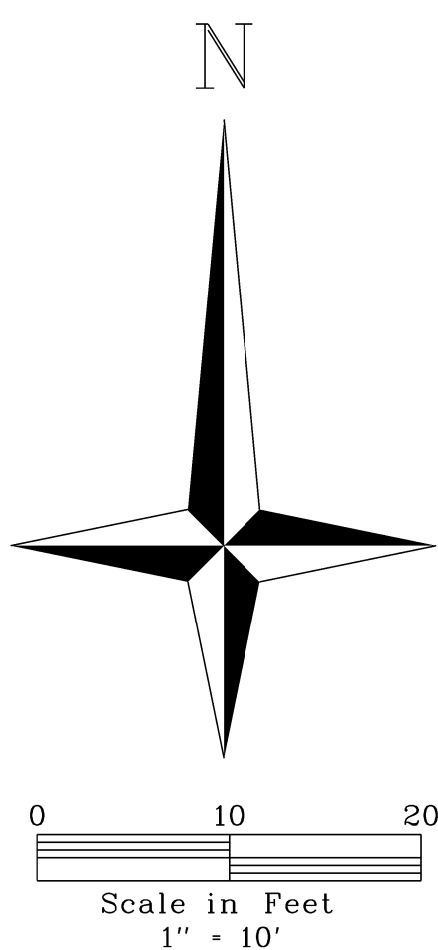
12-16-2016

L1

9974 OLD OLIVE ROAD  
A TRACT OF LAND IN SECTION 1 TOWNSHIP 45 NORTH  
RANGE 5 EAST CITY OF CREVE COEUR,  
ST. LOUIS COUNTY, MISSOURI

**VOLZ**  
Incorporated  
10849 Indian Head Industrial Boulevard  
St. Louis, MO 63132  
St. 314.428.8212 Mail  
314.890.1250 Fax  
www.volzinc.com

9974 OLD OLIVE STREET ROAD R.E., LLC  
C/O MR. MICHAEL PEPPER  
7228 WELLINGTON WAY,  
CLAYTON, MO 63105





Envision Lighting Design, LLC  
 734 High Hill Ct., Suite 920  
 Lake St. Louis, MO 63367  
 C 314.520.6116  
 E lisa@envisionlightingdesign.com  
 W envisionlightingdesign.com

TYPE  
**S2**  
 1 of 1

PROJECT: EDWIN PEPPER INTERIORS - SITE

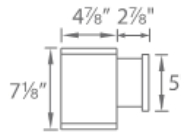
16 DECEMBER 2016

## TUBE ARCHITECTURAL DS-WS05-U

### Ultra Narrow Beam LED Wall Mounts

## WAC LIGHTING

### Responsible Lighting®



Fixture Type:

Catalog Number:

Project:

Location:

#### PRODUCT DESCRIPTION

Precise engineering using the latest energy efficient LED technology with a built-in ultra narrow beam precision optics. An appealing cylindrical profile perfect for accent lighting.

#### FEATURES

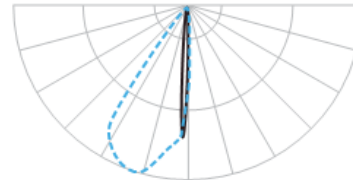
- High performance facade LED wall mount light
- Can be mounted upwards or downwards
- Solid aluminum construction
- 80,000 hour rated life
- 5 year warranty

#### SPECIFICATIONS

**Input:** 120V - 277VAC 50/60Hz  
**Dimming:** 0 - 10V Dimming: 100% - 20%  
 ELV 100% - 10% (120V only)  
**Standards:** IP65 rated, ETL & cETL wet location listed  
**Operating Temp:** -40°C to 40°C

#### PHOTOMETRY

Reads 0.2 footcandle at 15 feet distance



#### ORDERING NUMBER

| Distribution | Diameter | Watt | Beam | Color Temp | CRI | Lumens | CBCP | Light Direction    | Finish                                           |
|--------------|----------|------|------|------------|-----|--------|------|--------------------|--------------------------------------------------|
| Single       | DS-WS    | 05   | 5"   | 11W        | U   | 6"     |      | B Towards the wall | BK Black<br>WT White<br>BZ Bronze<br>GH Graphite |
|              |          |      |      |            |     |        |      |                    |                                                  |
|              |          |      |      |            |     |        |      |                    |                                                  |
|              |          |      |      |            |     |        |      |                    |                                                  |

DS-WS05-U \_\_\_\_ B- \_\_\_\_

Example: DS-WS05-U30B-WT

wacighting.com  
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FINAL VOLTAGE & CEILING COMPATIBILITY ARE THE RESPONSIBILITY OF OTHERS. UL/ETL REQUIRED.

Attachment: Applicants Materials submitted 3-2-2017 (2336 : Edwin Pepper, 9974 Old Olive Street Road, SDP and BA)





Envision Lighting Design, LLC  
 734 High Hill Ct., Suite 920  
 Lake St. Louis, MO 63367  
 C 314.520.6116  
 E lisa@envisionlightingdesign.com  
 W envisionlightingdesign.com

TYPE  
**S3**  
 1 of 2

PROJECT: EDWIN PEPPER INTERIORS - SITE

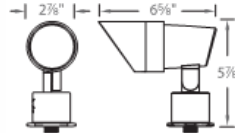
16 DECEMBER 2016

## ACCENT 120V

5012

WAC

## LANDSCAPE LIGHTING



Fixture Type:

Catalog Number:

Project:

Location:

### PRODUCT DESCRIPTION

Landscape accent luminaire. Simple to retrofit existing line voltage systems or coordinate well with a new commercial landscape installation.

### FEATURES

- Adjustable and lockable beam angle
- Integral dimmer
- IP66 rated, Protected against high-pressure water jets
- Includes a detachable shroud
- Solid diecast brass or corrosion resistant aluminum
- Factory sealed water tight fixtures
- Detachable shroud, 6' lead wire and wire nuts included
- Maintains constant lumen output against voltage drop
- UL 1598 Listed
- Not suitable to use with external dimmers

### SPECIFICATIONS

**Input:** 110V - 120VAC  
**Power:** 3.5W to 14.5W  
**Brightness:** 100 lm to 900 lm  
**Beam Angle:** 15° to 60°  
**CRI:** 85  
**Rated Life:** 45,000 hours

### ORDERING NUMBER

|             |             | Color Temp      | Finish                                                     |
|-------------|-------------|-----------------|------------------------------------------------------------|
| <b>5012</b> | Accent 120V | <b>30</b> 3000K | <b>BZ</b> Bronze on Aluminum<br><b>BBR</b> Bronze on Brass |

**5012-30**

Example: **5012-30BBR**

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PROJECT: EDWIN PEPPER INTERIORS - SITE

16 DECEMBER 2016

## ACCENT 120V 5012

## WAC LANDSCAPE LIGHTING

Power Stake



**9000-RPT-BK**

Easy wiring accessory designed for 120V products  
 Eliminates the need for a separate junction box

Tree Mount Junction Box



Bronze on Aluminum box with  
 Stainless steel mounting screws  
 Two 1/2" NPT threaded holes

**5000-TCP-BZ**

Surface Mount Flange/Stake



Includes three 7 inch threaded stainless steel stabilizing  
 pins for ground mounting or surface mounts with four  
 screws or over a junction box

**5000-SCP-BZ**  
 Bronze on Aluminum

**5000-SCP-BBR**  
 Bronze on Brass

Optics



Enhances saturation of florals and foliage  
 and turtle friendly

**LENS-20-AMB**  
 Amber

**LENS-20-RED**  
 Red

**LENS-20-FR**  
 Frosted

**LENS-20-GRN**  
 Green

**LENS-20-BLU**  
 Blue

Extension Rods



Extends distance between Accent light and  
 Surface Mount Canopy, Stake, or Tree Mount box

**5000-X04-BZ**  
 4 inches

**5000-X08-BZ**  
 8 inches

**5000-X12-BZ**  
 12 inches

**5000-X18-BZ**  
 18 inches

**5000-X24-BZ**  
 24 inches

Rod L-Coupler



**5000-LCO-BZ**  
 Bronze on Brass

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Envision Lighting Design, LLC  
 734 High Hill Ct., Suite 920  
 Lake St. Louis, MO 63367  
 C 314.520.6116  
 E lisa@envisionlightingdesign.com  
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PROJECT: EDWIN PEPPER INTERIORS - SITE

16 DECEMBER 2016



## KBC8 LED LED Specification Bollard

### Specifications

8" Round  
(20.3 cm)  
**Height:** 42"  
(106.7 cm)  
**Weight (max):** 27lbs  
(12.25 kg)



|                |  |
|----------------|--|
| Catalog Number |  |
| Notes          |  |
| Type           |  |

Hit the Tab key or mouse over the page to see all interactive elements.

### Introduction

The KBC8 Bollard is a stylish, fully integrated LED solution for walkways. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 70% in energy savings over comparable 100W metal halide luminaires, the KBC8 Bollard is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

### Ordering Information

EXAMPLE: KBC8 LED 16C 700 40K SYM MVOLT DDBXD

| KBC8 LED |                                        |                           |                                               |                             |                    |                                            |                                                              |                                  |                       |
|----------|----------------------------------------|---------------------------|-----------------------------------------------|-----------------------------|--------------------|--------------------------------------------|--------------------------------------------------------------|----------------------------------|-----------------------|
| Series   | LEDs                                   | Drive current             | Color temperature                             | Distribution                | Voltage            | Control options                            | Other options                                                | Finish                           | required              |
| KBC8 LED | Asymmetric<br>12C 12 LEDs <sup>1</sup> | 350 350 mA                | 30K 3000 K                                    | ASY Asymmetric <sup>1</sup> | MVOLT <sup>5</sup> | PE Photoelectric cell, button type         | SF Single fuse (120, 277, 347V) <sup>3,4</sup>               | DWHXD White                      | Striping <sup>9</sup> |
|          |                                        | 450 450 mA <sup>1,4</sup> | 40K 4000 K                                    |                             |                    |                                            |                                                              |                                  |                       |
|          | Symmetric<br>16C 16 LEDs <sup>2</sup>  | 530 530 mA                | 50K 5000 K                                    | SYM Symmetric <sup>2</sup>  | 208 <sup>5</sup>   | DMG 0-10V dimming driver (no controls)     | DF Double fuse (208, 240V) <sup>3,4</sup>                    | DNAXD Natural aluminum           | SODB Dark bronze      |
|          |                                        | 700 700 mA                | AMBPC Amber phosphor converted                |                             |                    |                                            |                                                              |                                  |                       |
|          |                                        |                           | AMBLW Amber limited wavelength <sup>1,4</sup> |                             | 240 <sup>5</sup>   | ELCW Emergency battery backup <sup>6</sup> | H24 24" overall height                                       | DBBXD Dark bronze                | SDWH White            |
|          |                                        |                           |                                               |                             | 277 <sup>5</sup>   |                                            | H30 30" overall height                                       | DBLXD Black                      | SOBL Black            |
|          |                                        |                           |                                               |                             | 347 <sup>4</sup>   |                                            | H36 36" overall height                                       | DDBTXD Textured dark bronze      | SDNA Natural aluminum |
|          |                                        |                           |                                               |                             |                    |                                            | FG Ground-fault festoon outlet                               | DBLBXD Textured black            | SDTG Tennis green     |
|          |                                        |                           |                                               |                             |                    |                                            | L/AB Without anchor bolts (3 bolt base)                      | DNATXD Textured natural aluminum | SOBR Bright red       |
|          |                                        |                           |                                               |                             |                    |                                            | L/AB4 4 bolt retrofit base without anchor bolts <sup>8</sup> | DWHGXD Textured white            | SOBLA Dark blue       |
|          |                                        |                           |                                               |                             |                    |                                            |                                                              |                                  | SOYLB Yellow          |

### Accessories

Ordered and shipped separately.

MRAB U Anchor bolts for KBC8 LED<sup>1</sup>

### NOTES

- Only available in the 12C, ASY version.
- Only available in the 16C, SYM version.
- Only available with 450 AMBLW version.
- Not available with ELCW.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF optional), or photocell (PE option).
- Not available with 347V. Not available with fusing. Not available with 450 AMBLW.
- Single fuse (SF) requires 120, 277, or 347 voltage option. Double fuse (DF) requires 208 or 240 voltage option.
- MRAB U not available with L/AB4 option.
- Striping is available only in the colors listed.



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Envision Lighting Design, LLC  
 734 High Hill Ct., Suite 920  
 Lake St. Louis, MO 63367  
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PROJECT: EDWIN PEPPER INTERIORS - SITE

16 DECEMBER 2016

### Performance Data

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-480V +/- 10%.

| Light Engines                        | Drive Current | System Watts | 3000 K |     |   |   |   | 4000 K |     |   |   |   | 5000 K |     |   |   |   | Limited Wavelength Amber |     |   |   |   |
|--------------------------------------|---------------|--------------|--------|-----|---|---|---|--------|-----|---|---|---|--------|-----|---|---|---|--------------------------|-----|---|---|---|
|                                      |               |              | Lumens | LPW | B | U | G | Lumens | LPW | B | U | G | Lumens | LPW | B | U | G | Lumens                   | LPW | B | U | G |
| Asymmetric<br>3 Engines<br>(12 LEDs) | 350           | 16           | 641    | 40  | 1 | 1 | 1 | 809    | 51  | 1 | 1 | 1 | 870    | 54  | 1 | 1 | 1 |                          |     |   |   |   |
|                                      | 530           | 22           | 947    | 43  | 1 | 1 | 1 | 1,191  | 54  | 1 | 1 | 1 | 1,282  | 58  | 1 | 1 | 1 |                          |     |   |   |   |
|                                      | 700           | 31           | 1,214  | 40  | 1 | 1 | 1 | 1,527  | 51  | 1 | 1 | 1 | 1,646  | 55  | 1 | 1 | 1 |                          |     |   |   |   |
|                                      | Amber 450     | 16           |        |     |   |   |   |        |     |   |   |   |        |     |   |   |   | 324                      | 20  | 0 | 1 | 0 |
| Symmetric<br>4 Engines<br>(16 LEDs)  | 350           | 20           | 888    | 44  | 1 | 0 | 0 | 1,116  | 56  | 1 | 0 | 0 | 1,203  | 60  | 1 | 0 | 0 |                          |     |   |   |   |
|                                      | 530           | 28           | 1,254  | 45  | 1 | 0 | 0 | 1,598  | 57  | 1 | 0 | 0 | 1,719  | 61  | 1 | 0 | 0 |                          |     |   |   |   |
|                                      | 700           | 39           | 1,608  | 41  | 1 | 0 | 0 | 2,022  | 52  | 1 | 0 | 0 | 2,180  | 56  | 2 | 0 | 0 |                          |     |   |   |   |
|                                      | Amber 450     | 20           |        |     |   |   |   |        |     |   |   |   |        |     |   |   |   | 374                      | 19  | 0 | 0 | 0 |

**Note:** Available with phosphor-converted amber LED's (nomenclature AMBPC). These LED's produce light with 97+ % >530 nm. Output can be calculated by applying a 0.7 factor to 4000 K lumen values and photometric files.

### Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

| Operating Hours          | 0    | 25,000 | 50,000 | 100,000 |
|--------------------------|------|--------|--------|---------|
| Lumen Maintenance Factor | 1.00 | 0.98   | 0.97   | 0.95    |

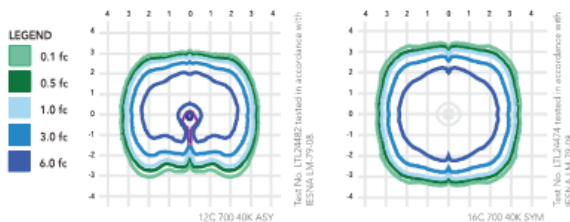
### Electrical Load

| Light Engines | Drive Current (mA) | System Watts | Current (A) |       |       |       |       |
|---------------|--------------------|--------------|-------------|-------|-------|-------|-------|
|               |                    |              | 120         | 208   | 240   | 277   | 347   |
| 12C           | 350                | 16W          | 0.158       | 0.118 | 0.114 | 0.109 | 0.105 |
|               | 530                | 22W          | 0.217       | 0.146 | 0.136 | 0.128 | 0.118 |
|               | 700                | 31W          | 0.296       | 0.185 | 0.168 | 0.153 | 0.139 |
|               | Amber 450          | 16W          | 0.161       | 0.120 | 0.115 | 0.110 | 0.106 |
| 16C           | 350                | 20W          | 0.197       | 0.137 | 0.128 | 0.121 | 0.114 |
|               | 530                | 28W          | 0.282       | 0.178 | 0.162 | 0.148 | 0.135 |
|               | 700                | 39W          | 0.385       | 0.231 | 0.207 | 0.185 | 0.163 |
|               | Amber 450          | 20W          | 0.199       | 0.139 | 0.130 | 0.123 | 0.116 |

### Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's KBC8 Bollard homepage.

Isofootcandle plots for the KB LED Bollards. Distances are in units of mounting height (3').



### FEATURES & SPECIFICATIONS

#### INTENDED USE

The rugged construction and clean lines of the KBA bollard is ideal for illuminating building entryways, walking paths, and pedestrian plazas, as well as any other location requiring a low mounting height light source with fully cutoff illumination.

#### CONSTRUCTION

One-piece 8-inch round extruded aluminum shaft with thick side walls for extreme durability, a high-impact clear acrylic lens and welded top cap. Die-cast aluminum mounting ring allows for easy leveling even in sloped locations and a full 360-degree rotation for precise alignment during installation. Three ½" x 11" anchor bolts with double nuts and washers and 3 ¾" bolt circle template ensure stability. Overall height is 42" standard.

#### FINISH

Exterior parts are protected by a zinc-infused super durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering for maximum retention of gloss and luster. A tightly controlled multi-stage process ensures a minimum 3-mil thickness for a finish that can withstand the elements without cracking or peeling. Available in both textured and non-textured finishes.

#### OPTICS

Two fully cutoff optical distributions are available: symmetrical and asymmetrical. IP66 sealed LED light engine provides smoothly graduated illumination without any uplight. Light engines are available in standard 4000 K (>70 CRI) or optional 3000 K (>80 CRI) or 5000 K (67 CRI). Limited-wavelength amber LEDs are also available.

#### ELECTRICAL

Light engines consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (L95/100,000 hours at 700mA at 25°C). Class 2 electronic drivers are designed for an expected life of 100,000 hours with < 1% failure rate. Electrical components are mounted on a removable power tray.

#### LISTINGS

CSA certified to U.S. and Canadian standards. Light engines are IP66 rated. Rated for -40°C minimum ambient. Cold-weather emergency battery backup rated for -20°C minimum ambient.

#### WARRANTY

Five-year limited warranty. Complete warranty terms located at [www.acuitybrands.com/CustomerResources/Terms\\_and\\_conditions.aspx](http://www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx).

**Note:** Specifications subject to change without notice.



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KBC8-LED  
 Rev. 06/24/14

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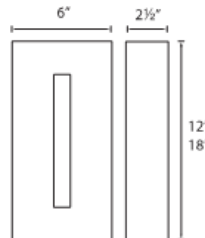
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PROJECT: EDWIN PEPPER INTERIORS - SITE

16 DECEMBER 2016

**TAO – model: WS-W53**  
 dweLED™ LED Outdoor

**WAC LIGHTING**  
 Responsible Lighting®



Fixture Type:

Catalog Number:

Project:

Location:

**PRODUCT DESCRIPTION**

Architecturally harmonious form gravity cast from aluminum for structural durability. The architectural design features a sliver window of glass with an optical pattern for visual interest. Effective down lighting integrated for illuminating pathways. Wet location listed and ADA compliant for interior or exterior installations.

**FEATURES**

- IP65, ETL & cETL wet location listed
- Gravity cast aluminum housing
- Powder coat finishes
- Downlight adds functional path lighting
- Patterned crystal glass insert adds visual interest
- ADA compliant
- Meets 2013 California Title 24 Efficiency
- No driver or transformer needed
- Smooth and continuous ELV dimming
- Color Temp: 3000K
- CRI: 90
- 277V available (special order)

**SPECIFICATIONS**

- **Construction:** Sturdy gravity cast aluminum

**ORDERING NUMBER**

| Model#          | Length | Watt | LED Lumens | Delivered Lumens | Finish                                 |
|-----------------|--------|------|------------|------------------|----------------------------------------|
| <b>WS-W5312</b> | 12"    | 11W  | 830        | 220              | <b>BZ</b> Bronze<br><b>GH</b> Graphite |
| <b>WS-W5318</b> | 18"    | 15W  | 1218       | 250              |                                        |



Example: **WS-W5318-GH**

For 277V, add an "F" before the finish: **WS-W5318F-GH**

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300 North New Ballas Road • Creve Coeur, Missouri 63141  
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www.creve-coeur.org

**APPLICATION TO PLANNING AND ZONING COMMISSION  
#17-009 FOR A CONDITIONAL USE PERMIT AND SITE DEVELOPMENT  
PLAN FOR EXTERIOR BUILDING IMPROVEMENTS FOR CONVERSION TO  
A LOU FUSZ KIA FRANCHISE AT 1025 NORTH LINDBERGH BLVD**

**FOR THE MEETING OF:** Monday, March 6, 2017, 6:30 PM

**LOCATION:** 1025 N. Lindbergh Blvd. Zoned GC- General Commercial

**REQUEST:** Stephen Hollander, of SJ Hollander Architects, on behalf of Lou Fusz Automotive Network, has submitted a request for a conditional use permit at 1025 N. Lindbergh Boulevard to modify the exterior of the building of the former Mazda Dealership for the Lou Fusz Kia Dealership and add a 1,714 square foot Service addition to the building. New Car Dealers (NAICS 441110) are permitted as conditional uses with review and approval by the City Council upon the recommendation of the Planning and Zoning Commission.

**ADDITIONAL INFORMATION:** Lou Fusz has been operating a car dealership at this location since 1965, when at the time sales and showrooms were a permitted use. Sales and Servicing of Motor Vehicles became a conditional use in 1983 in the GC District. Therefore, the use and the site are pre-existing, non-conforming. Section 405.1080 provides that site development plan approval is required for any conditional use, and where there is significant alteration to the exterior of the building and site. Staff has included a new draft conditional use permit to properly govern the site.

**Key Issues:**

- Does the request still meet the criteria for a conditional use permit?
- Does the request further the goals and/or implement the Comprehensive Plan?

**Comp. Plan References**

- Commerce Center Action Area
- Design Guidelines

**Zoning Code References**

- Section 405.210: Regulation of Uses
- Section 405.360: "GC" General Commercial District
- Section 405.470: Conditional Uses
- Section 405.1080 Site Development Plans

**APPLICANT:** Randy Fusz  
Lou Fusz Automotive Network  
925 N. Lindbergh Blvd.  
Creve Coeur, MO 63141

**APPLICANT'S  
REPRESENTATIVE:**

Stephen Hollander, AIA  
SJ Hollander Architect  
519 First Capitol Drive  
St. Charles, MO 63301



**REPORT PREPARED BY:** Whitney Kelly, AICP, City Planner  
**DATE:** March 3, 2017  
**ATTACHMENTS:** Applicant's submittal documents received February 2, 2017  
Draft Ordinance



### PROJECT DESCRIPTION

As discussed in the prior application for Lou Fusz Subaru dealership, Lou Fusz is shifting several of the dealerships throughout their campus. Fiat was moved to a location out of the City, and Subaru received approval in 2016 to utilize the 900 N. Lindbergh location. The Nissan dealership to the south was converted to a Mazda dealership, and the prior Mazda building is proposed for exterior modification as a Lou Fusz Kia dealership.

The Applicant has included a rationale statement with the application as follows: This request is a modification to an existing vehicle sales & service facility built in 1964. The facility is changing from selling new Mazdas and preowned vehicles to selling new Kias and preowned vehicles, servicing of all makes and models will remain the same as it currently is. There is no change in operations associated with this change and we do not anticipate any additional impact to the surrounding residences or businesses. Exterior materials are changing and will provide a more updated appearance with a linear, gridded white fascia aluminum cladding material. The existing exterior painted brick walls will be refreshed and the proposed service reception addition will match the existing construction. Landscaping is being updated and enhanced.



Figure 1: Google Image of the existing building.



Figure 2: Close-up of the East Elevation along Lindbergh Blvd.



Figure 3: Close-up of the South Elevation along Old Olive Street Road.

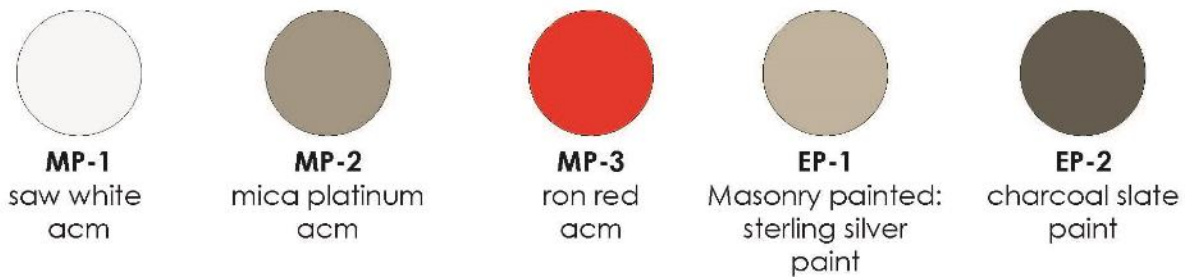


Figure 4: Color detail from the elevation drawings.

The Applicant is also providing additional landscaping along Lindbergh Boulevard and Old Olive Street Road, and new islands at the end of the parking row near the service addition to aid in directing traffic. The existing “Used Cars” canopy will be removed. No other changes to the use of the building or site are proposed.

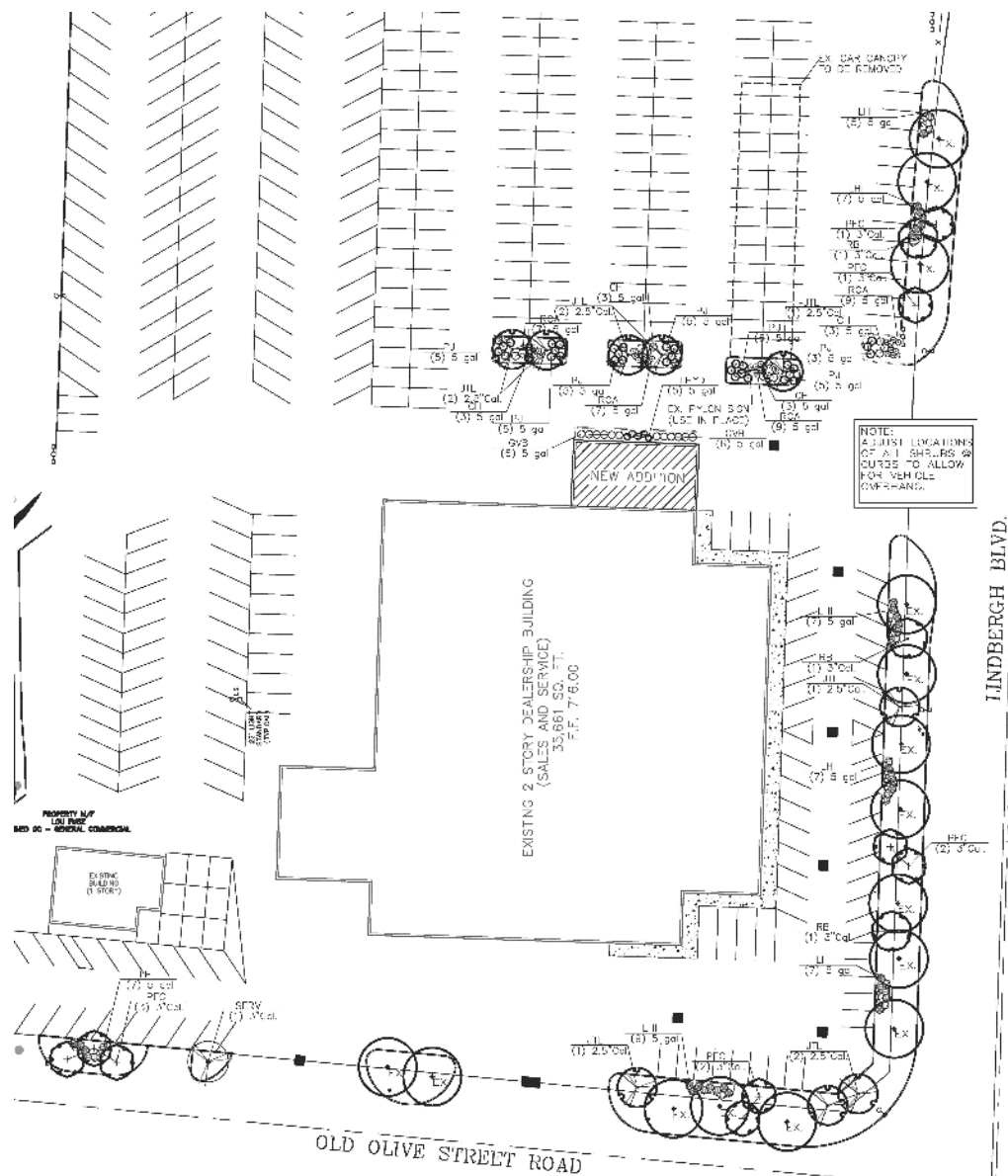


Figure 5: Proposed Landscape Plan.



## LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

| DIRECTION | USE                     | ZONED                              | SEPARATED BY           |
|-----------|-------------------------|------------------------------------|------------------------|
| North     | Apartments              | R6-Unincorporated St. Louis County | NA                     |
| South     | Lou Fusz Mazda          | GC-General Commercial              | Old Olive Street Road  |
| East      | Retail and Office       | GC-General Commercial              | N. Lindbergh Boulevard |
| West      | Lou Fusz Service Center | GC-General Commercial              | NA                     |

## COMPREHENSIVE PLAN DISCUSSION

The subject property is located within the Commerce Center Action Area on the east end of the Olive Boulevard corridor which encourages improving the quality of development through enforcement of the City's Design Guidelines, and ensuring that redevelopment plans include the "green line" park; and, upgrading the architectural quality of the building stock as businesses expand or redevelop (Residential Preservation and Economic Development and Community Health and Connectivity). Satisfying these guidelines is an important expectation of the Comprehensive Plan and always a matter of review with every proposal before the City.

### *Creve Coeur 2030 and 39 North Plan*

The subject property is located within the Mixed Use and Innovation Campus District of the current draft of the Comprehensive Plan Update, *Creve Coeur 2030* (currently under review) that has a vision for a sustainable hub of cutting-edge research, job opportunities, and community amenities that encourages innovation collaboration and entrepreneurship in vibrant, mixed-use environment that is to be co-terminus with the 39 North planning area also under development. Recommendations of the *Creve Coeur 2030* for primary streets, such as Old Olive Street Road, and arterial frontages of Olive Boulevard and Lindbergh Boulevard, include allowing for a variety of active, office, and residential ground floor uses and that Parking should primarily be located in shared facilities, behind the building. When parking is located in front of buildings pedestrian amenities must be provided along the front façade of each building, and to encourage public site amenities, including outdoor dining, plazas, fountains, bicycle parking, "parklets", and other elements to promote district vibrancy (p. 99). The 39 North Plan also discusses that primary frontages including, building facades should address the public realm and ground floors should have active and engaging uses.

### *Design Guidelines*

The Design Guidelines recommend the use of natural materials and architectural consistency between all building elevations, and an overall sense of architectural continuity on all elevations. The use of false or decorative façade treatments is discouraged. Material and/or color changes at the outside corners of structures that give the impression of thinness and artificiality of the material are also discouraged. Further buildings that are stylized in an attempt to use the building itself as advertising are strongly discouraged, particularly where the proposed architecture is the result of a "corporate" or franchise style. Landscaping should soften parking areas and buildings, screen retaining walls, and provide a consistent design theme throughout the site. The following summarizes the goals and discusses their applicability to the project:

1. As is often the case with automotive dealerships, corporate façade treatments are required. However, it is the unique use of these treatments that is generally the point of discussion during the review. The proposal will significantly add corporate elements to the site. And the existing grey painted brick will be refreshed in "sterling silver" color. (The renderings suggest that the color appears more tan than grey.) However, it could be argued that the addition of the corporate elements would create more interest over the existing structure that hasn't been updated since its original construction, and that the white color may not be specific to any one corporate identity, where the red of the Kia logo is limited to the sign and interior space only. If the proposal

represents a move too far in the wrong direction is up to the Planning and Zoning Commission to determine.

2. The Design Guidelines also discuss that all roof-top equipment is to be screened with materials consistent with the main building. The existing mechanical equipment is currently unscreened. Staff has included a condition that any mechanical equipment be screened with a material for the Zoning Administrators approval that is a similar color to the silver grey.
3. The new service addition will match the existing building with the white ACM panels carried around to the north elevation. The Design Guidelines
4. New landscaping is provided adjacent to the building addition and new islands are provided at the site entrance and the building addition to aid in the vehicular circulation, thus decreasing the amount of coverage on site. However the exact calculation has not been provided. The Landscape Plan also indicates that 32 street trees as required along both Lindbergh Boulevard and Old Olive Street Road, and 15 Ash trees are existing and are to be retained. An additional 17 ornamental trees will be added, along with the trees in the new parking lot islands. Staff would suggest that an additional landscaped island be provided at the south side entrance to match that on the north entrance along N. Lindbergh Boulevard for vehicular safety when entering and existing the site, per the image below:

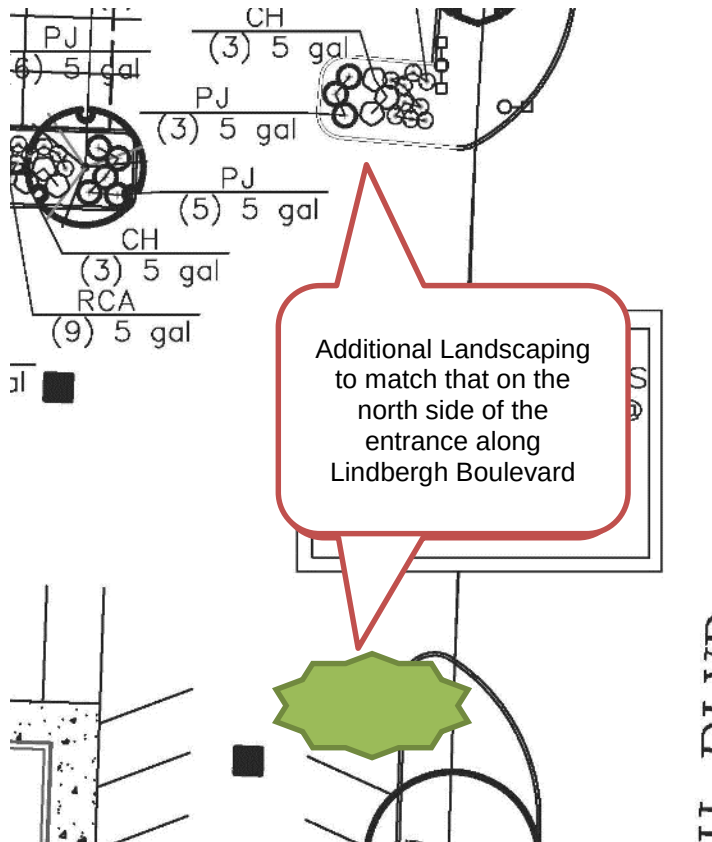


Figure 6: Close-up of the Landscape at the North Lindbergh Boulevard entrance

### ZONING CODE DISCUSSION

As the proposal is not significantly altering the site where no additional coverage is being created, zoning review is limited to the Conditional Use Requirements and Landscaping elements of the site.

#### Conditional Use Permit

Section 405.470(A)(11) New Car Dealers of the Conditional Uses Regulations, provides the minimum standards for such uses in the GC and CB District:

Section 405.470 Conditional Uses.



A. Conditional uses allowed in zoning districts are as follows:

11. New car dealers — NAICS 441110 (conditional use in the "GC" and "CB" districts).
  - a. Site size. Shall be located on lots of not less than one (1) acre.
  - b. Service bays. Service bays shall be limited to one (1) per five thousand (5,000) square feet of land area. All service bays shall be contained entirely within the building. Service bay doors shall not face residentially zoned property ("A", "B", "C", "D", "AR" or "MR").
  - c. Trash disposal and storage. All used tires and parts, trash and similar objects shall be stored within a solid brick or concrete enclosure in the rear half or, in the case of corner sites, the rear quarter of the site.
  - d. Motor vehicle dealers (new or new and used) (all uses NAICS 441110). A motor vehicle dealer, whose new vehicle franchise has been terminated, may continue all other services performed by the dealer for a period of three (3) years from the later of the date of such termination or January 24, 2011, provided the dealer gives the City written notice of such termination within thirty (30) days of the effective date thereof and states in such notice an intent to seek a replacement franchise to sell new vehicles. Upon good cause shown, the City Council may extend the time period accordingly.

As the use is pre-existing, and located on approximately 5.27 acres, (or 229,561.2 square feet of land area, thus a possible of 45 service bays) most of the conditions are met. The minor exception is that the existing trash dumpsters on site are not enclosed. Therefore, Staff has included a condition of approval that the dumpsters be properly enclosed with materials consistent with the main building.

*Landscaping*

As discussed in the prior applications, Section 405.540(F)(1) Design Standards for Landscape Plans states that street trees shall be deciduous hardwood trees, and may include existing trees, new trees or a combination thereof, provided that there is 1 street tree for every 30 lineal feet, or part hereof of street frontage and such street trees shall be located on the subject property at least 2'6" but not more than 12 feet from the back of the curb, unless additional setback is necessary to accommodate planned road widening, overhead utility lines or some other condition identified by the Director of Planning. The Department of Public Works shall maintain a list of recommended street trees as well as undesirable trees. The Public Works Director or his/her designee may approve street trees not included in the list of recommended trees if the proposed tree is a deciduous hardwood, is disease resistant, is salt tolerant and has a clear trunk height of at least 7' 6" or as directed by the Director of Public Works. As indicated above the Applicant is providing for a total of 32 street trees 15 of which are the existing ash trees, and 17 are ornamental trees to be added. The existing ash trees are to be pruned and deep-fertilized by a certified arborist.

It should be noted, that due to the threat of the Emerald Ash Borer, the City's Public Works Department is actively removing ash trees within the right-of-way throughout the City as a matter of precaution and public safety. Additionally, a cursory review of the existing Ash trees along the street frontages using Google Maps imagery from August 2016, shows significant dieback and deterioration in the crown of several of these trees. Others appear to have poor shape or are in general, in poor condition. The Google images are shown below:



Figure 7: Google Street View of the Existing Ash Trees.

With these considerations in mind, Staff recommends that the existing Ash Trees be removed and replaced with street trees from the City's approved Street Tree list, rather than have them remain and be treated by a certified arborist.

Additionally, Section 405.540(F)(3) and (4) requires a minimum of 10 square feet of interior landscaping for each 350 square foot of paved area within the parking lot including parking spaces and driving aisles, and that the minimum area of the interior landscaped areas shall be 50 square feet and a minimum width of 3 feet. Each separate interior landscaped area shall include at least one (1) deciduous shade tree of a type and size required herein. Such shade trees may include any approved street tree or may include a deciduous tree that is disease resistant and has a suitable clear trunk height considering its proposed placement on the site. There shall be a minimum of two (2) deciduous shade trees, within and up to, every one hundred (100) linear feet of parking for each parking row. Such trees shall be spaced evenly around the perimeter. The ends of parking rows abutting a circulation aisle shall be defined by interior landscaped areas whenever feasible. Since the site is pre-existing non-conforming, and the Applicant is not significantly altering the site, the minimum interior landscaping is not provided. However, where additional islands have been provided the minimum requirements for those islands are being met, per the image below:



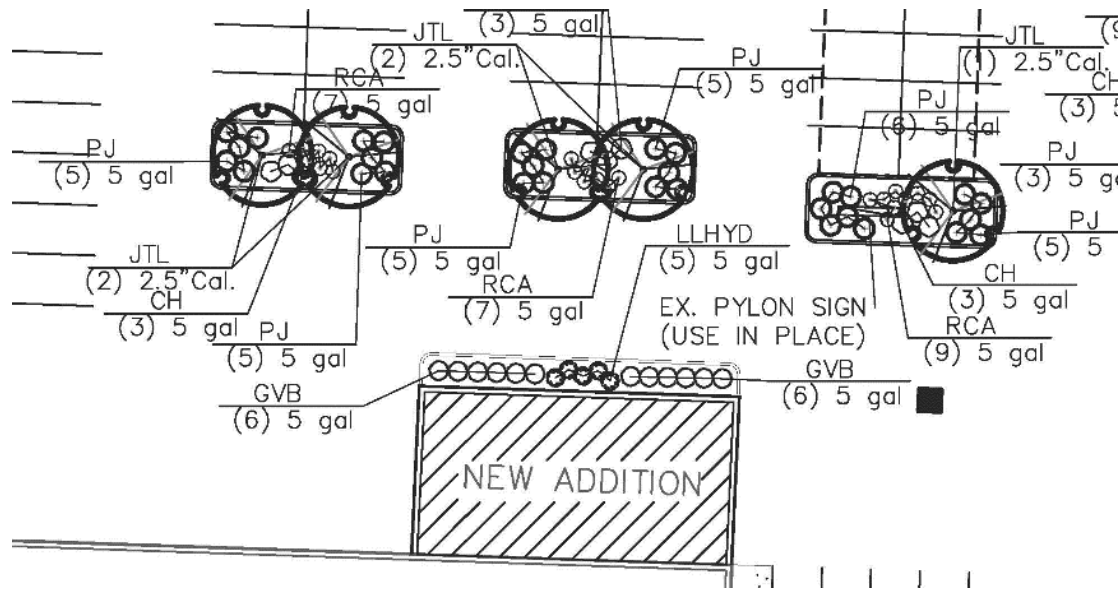


Figure 8: Close-up of the proposed new landscaped interior islands

Section 405.810(A)(5) of the Off-Street Parking and Loading Regulations requires that all parking adjoining a residential use or public right-of-way, except for those associated with single-family and two-family residences, shall be screened from view by an earth berm, solid wall, decorative fence, evergreen planting of equivalent visual density or other effective means of a minimum of 18 inches, and an average of three feet in height. The Applicants are providing additional landscaping between the existing trees to filling in. There appears to be some additional areas where shrubs could be added to more closely meet with the requirements for screening of parked vehicles. Further, Staff has identified an additional area at the southwest corner of the site for additional landscaping that would improve the overall appearance. The landscaping could be expanded within this area which is not shown to be striped for vehicles.

Staff has included a condition to address these additional landscaped areas. The additional landscaped areas which are recommended are shown below:

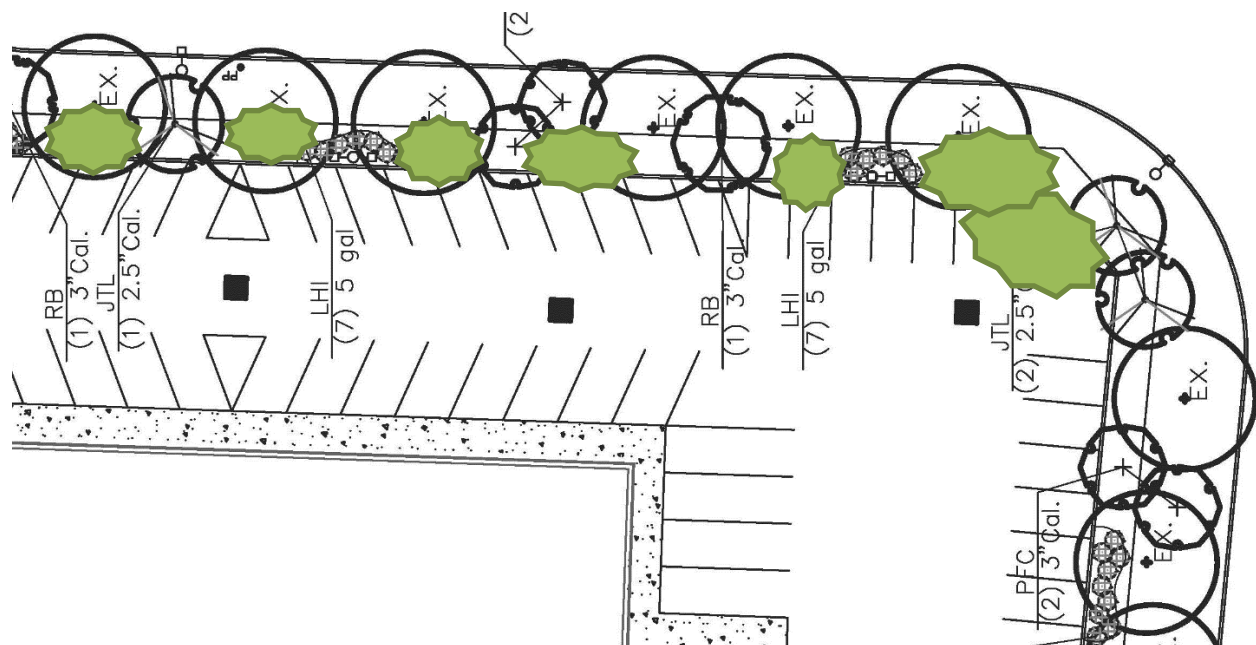


Figure 9: Close-up of Southwest Corner of the landscape plan to provide additional landscaping and fill in along N. Lindbergh Blvd..

### Signs:

The signs shown in the drawings exceed the number of signs allowed under Section 405.950 Signs in Non-Residential Districts where for corner building facing two or more streets, the maximum number of signs allowed is two with a maximum sign area of 50 square feet each. All signs are reviewed at Staff level under a separate permit, and any review of the proposal does not constitute review of any signs. Therefore, the review and approval of the conditional use permit for the restaurant does not constitute approval of signage should they be removed in the future.

### SUMMARY AND ACTION

Staff finds that the proposed improvements meet with the intent of the Comprehensive Plan and Design Guidelines as much as the existing conditions will allow with the additional landscaping and screening elements as previously discussed. If the members of the Commission are satisfied that the project meets the intent of the Comprehensive Plan and Design Guidelines, then a recommendation to the City Council must be voted upon. Below are the recommended conditions of approval as discussed above:

- 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 "Architectural Elevations" submitted on February 2, 2017 as bound together and submitted in conjunction with Application #17-009 by S.J. Hollander Architect P.C.
- The applicant is required to submit A Site Improvement Permit, showing all exterior 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 Grading Plans shall be in substantial conformance with the "Landscape Plan" submitted on February 2, 2017 as bound together and submitted in conjunction with Application #17-009 by S.J. Hollander Architect P.C., and as amended below.
- The Landscape Plan shall be revised to indicate that the existing ash trees will be replaced with a street tree type per the City's approved street tree list to be approved the Zoning Administrator.
- The Landscape Plan shall be revised to provide a landscaped island on the south side of the entrance along N. Lindbergh Boulevard, as discussed in the Staff Report for approval by the Zoning Administrator.
- The Landscape Plan shall be revised to include an additional landscaped area at the southwest corner of the site for approval by the Zoning Administrator.
- The Landscape Plan shall be revised to include additional shrubs along the street frontages to the extent the site conditions will allow for approval by the Zoning Administrator.
- 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.
- All roof-top equipment shall be screened with a material approved by the Planning and Zoning Commission in a color similar to the main building.
- The trash dumpsters shall be fully enclosed with materials that are consistent with the main building.
- All lighting shall be installed or modified to be in conformance with Section 405.680, Lighting, of the Zoning Ordinance.
- All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code.
- The owner of the property shall address any outstanding property maintenance violations on the property to the satisfaction of the Chief Building Official prior to the issuance of a final Certificate of Occupancy.
- Any future enlargement, extension, expansion or exterior alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or exterior alteration may be issued.



**MOTION**

If the Commission wishes to vote on a recommendation to the City Council based on the current proposal, the following would be an appropriate motion:

“I move to recommend approval of the conditional use permit for Lou Fusz Kia dealership to allow for the exterior renovation and Landscaping as presented and according to the draft ordinance attached to the staff report on application #17-009, for the meeting of March 6, 2017.”  
(Conditions in the draft ordinance may be added, eliminated, or modified by preceding motion)

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**APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES**

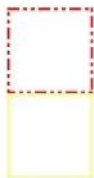
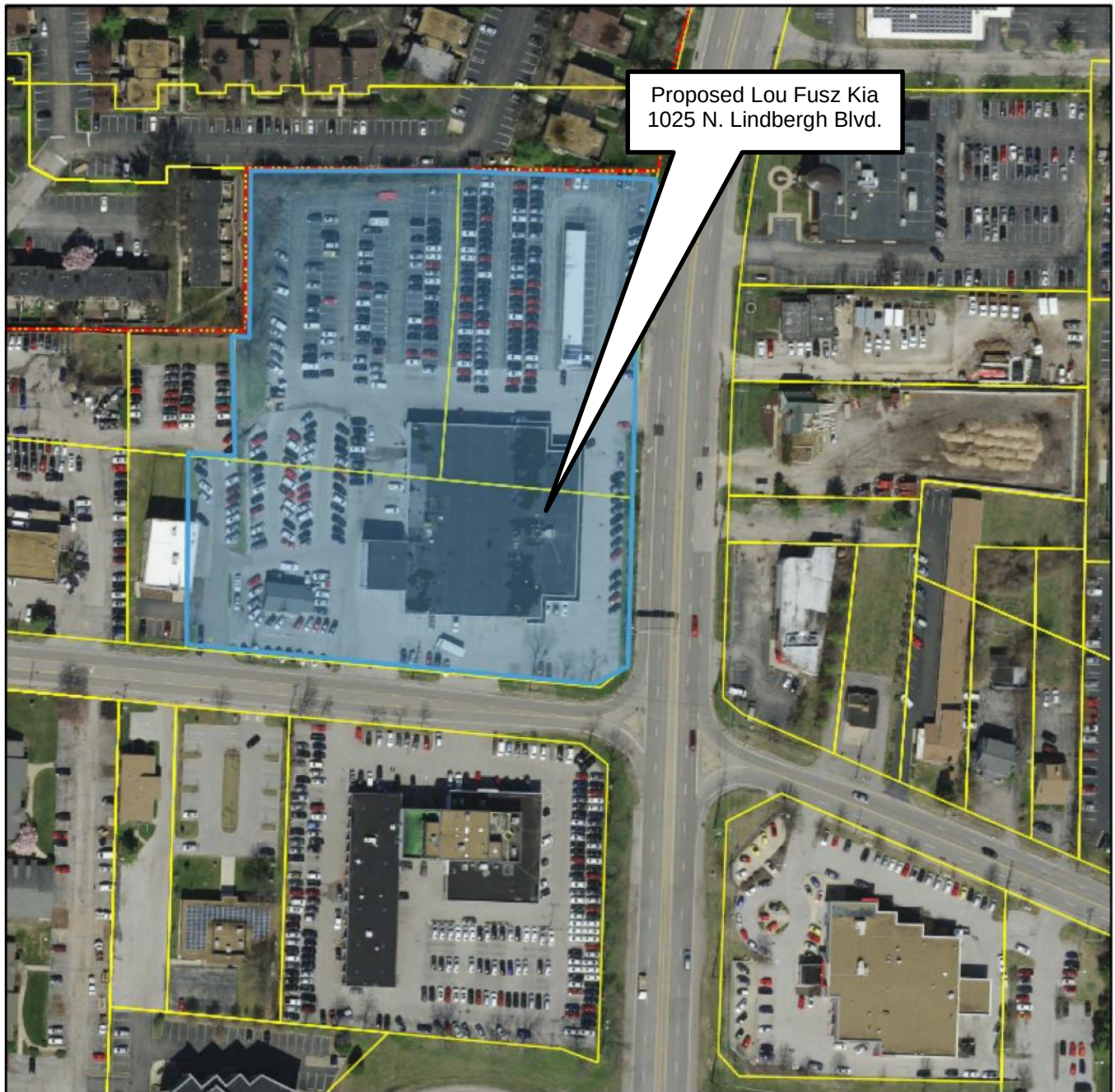
Included and attached by reference. See body of report for specific excerpts.

**APPENDIX 2: ZONING CODE**

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

### APPENDIX 3: AERIAL PHOTOGRAPH

#### Lou Fusz Kia, 1025 N. Lindbergh Boulevard



City Limits

Parcels

February 10, 2017



Prepared By

HORNER SHIFRIN



#### APPENDIX 4: SITE PHOTOGRAPHS

Photo Date: 2/24/2017



Description: View of the existing building looking southwest from the N. Lindbergh Boulevard entrance.



Description: View looking north at the existing building at the corner of Old Olive Street Road and N. Lindbergh Boulevard.



Description: View looking west at the unenclosed dumpsters.



Description: View south side of the N. Lindbergh entrance that Staff is recommending a landscaped island be included





city  
of

# CREVE COEUR

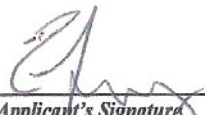
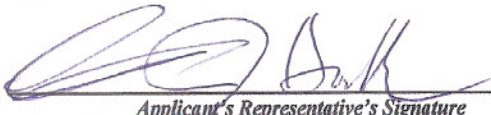
## PLANNING DIVISION

300 North New Ballas Road Creve Coeur, Missouri 63141

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

### PLANNING AND ZONING COMMISSION AGENDA APPLICATION

PLEASE COMPLETE FRONT AND BACK PAGES

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b><i>Applicant:</i></b></p> <p>Randy Fusz, President</p> <p><i>Name</i></p> <p>Lou Fusz Automotive Network</p> <p><i>Company (If Applicable)</i></p> <p>925 N. Lindbergh Blvd.</p> <p><i>Address</i></p> <p>Creve Coeur, MO 63141</p> <p><i>Address</i></p> <p>Telephone # 314-994-1500</p> <p><i>Fax #</i></p> <p>Email: rfusz@fusz.com</p> <p><br/>Applicant's Signature</p> | <p><b><i>Applicant's Representative (if applicable):</i></b></p> <p>Stephen J Hollander, AIA</p> <p><i>Name</i></p> <p>S J Hollander Architect</p> <p><i>Company (If Applicable)</i></p> <p>519 First Capitol Drive</p> <p><i>Address</i></p> <p>St. Charles, MO 63301</p> <p><i>Address</i></p> <p>Telephone # 636-947-4140</p> <p><i>Fax #</i></p> <p>Email: Steve-sjharchitect@sbcglobal.net</p> <p><br/>Applicant's Representative's Signature</p> |
| <p><b><i>Property Information:</i></b></p> <p>1025 N. Lindbergh Blvd</p> <p><i>Address</i></p> <p><i>Address</i></p> <p>Lou Fusz Kia</p> <p><i>Development Name (if any)</i></p> <p>General Commercial</p> <p><i>Current Zoning</i></p> <p><i>Prior CUP Approvals (if known)</i></p>                                                                                                                                                                                  | <p><b><i>Owner's Acknowledgement (if different from applicant):</i></b></p> <p>Randy Fusz</p> <p><i>Name</i></p> <p>Lou Fusz Properties</p> <p><i>Company (If Applicable)</i></p> <p>925 N. Lindbergh Blvd</p> <p><i>Address</i></p> <p>Creve Coeur, MO 63141</p> <p><i>Address</i></p> <p>Telephone # 314-994-1500</p> <p><i>Fax #</i></p> <p>Email: rfusz@fusz.com</p> <p><br/>Owner's Signature</p>                                                |

Attachment: Lou Fusz Kia Conditional Use Permit Application (2337 : Lou Fusz Kia, 1025 N. Lindbergh Boulevard)

**Description of Requested Use (attach additional sheets as needed)**General Description of Business: Vehicle sales & service facilityGross Floor Area – Existing and Proposed: existing 35,645; addition 1,720; total 37,365

Number of Seats (for restaurant only): \_\_\_\_\_

Number of Employees at the busiest shift: 55Hours of Operation: 7 am - 9 pm MWF, 7 am - 6 pm TTS, closed on SundayCurrent or Most Recent Use of the Property: Vehicle sales & serviceWill the applicant apply for a liquor license: Yes \_\_\_\_\_ No X**Rationale**

Please describe in detail, on an attached sheet, the reasons why you believe the request for a conditional use permit should be approved and what steps are being taken to lessen any impacts on surrounding residences and businesses. An explanation of the building and landscape designs (if changes are proposed) should also be included.

**Submittal Checklist**

- |                                                                               |                                                                   |
|-------------------------------------------------------------------------------|-------------------------------------------------------------------|
| <input type="checkbox"/> Rationale                                            | <input type="checkbox"/> Building elevations for new construction |
| <input type="checkbox"/> Site plan                                            | <input type="checkbox"/> Photographs of existing structures       |
| <input type="checkbox"/> Access and parking plan; (may be shown on site plan) | <input type="checkbox"/> Materials samples                        |
| <input type="checkbox"/> Landscape plan                                       | <input type="checkbox"/> Legal Description in Word format         |
| <input type="checkbox"/> Floor plan                                           | <input type="checkbox"/> Fees: \$250 (non-refundable)             |
| <input type="checkbox"/> Electronic copies of all materials                   | <input type="checkbox"/> \$2000 (refundable deposit)              |
|                                                                               | <input type="checkbox"/> Other items as requested by staff        |

Preferred Public Hearing Date: Monday, March 6th, 2017.**\*\*See attached schedule and confirm available meeting dates with Planning Division staff\*\*****Office Use Only**

\_\_\_\_ All Sections Complete

Received By: \_\_\_\_\_

\_\_\_\_ All Documents, incl. e-Copies

\_\_\_\_ Fees Paid

Date: \_\_\_\_\_

**Jason Jaggi, AICP, Director of Community Development****Whitney Kelly, AICP, City Planner****Jessica Stutte, Administrative Assistant (314-872-2501)****Revised: 10/15**





# MEMO

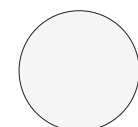
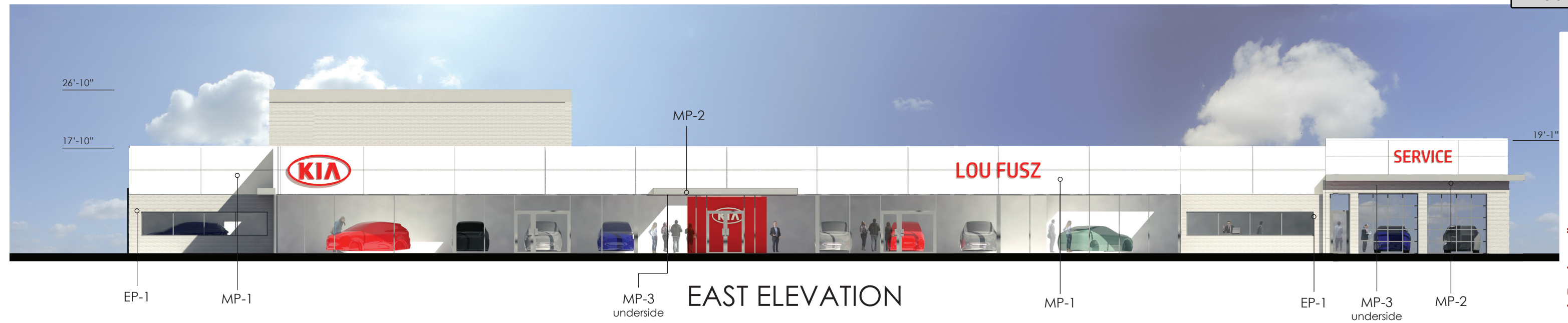
## S. J. HOLLANDER ARCHITECT, PC

519 First Capitol Drive St. Charles, Missouri 63301  
 Phone: 636-947-4140  
 Email: SJHArchitect@SBCGlobal.net

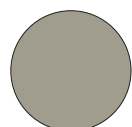
PROJECT: Lou Fusz Kia  
 Creve Coeur, MO

### RATIONAL:

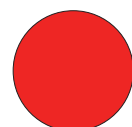
This request is a modification to an existing vehicle sales & service facility built in 1964. The facility is changing from selling new Mazda and preowned vehicles to selling new Kia and preowned vehicles, servicing of all makes and models will remain the same as it currently is. There is no change in operations associated with this change and we do not anticipate any additional impact to the surrounding residences or businesses. Exterior materials are changing and will provide a more a more updated appearance with a linear, gridded white fascia aluminum cladding material. The existing exterior painted brick walls will be refreshed and the proposed service reception addition will match the existing construction. Landscaping is being updated and enhanced.



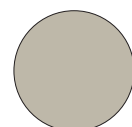
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acm



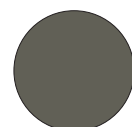
**MP-2**  
mica platinum  
acm



**MP-3**  
ron red  
acm



**EP-1**  
Masonry painted:  
sterling silver  
paint



**EP-2**  
charcoal slate  
paint



**LOU FUSZ KIA**  
1025 N Lindbergh Blvd.  
St. Louis, MO 63132



519 First Capitol Dr.,  
St. Charles, MO 63301  
636-947-4140

**S.J. Hollander Architect P.C**  
519 First Capitol Drive  
St. Charles, MO. 63301

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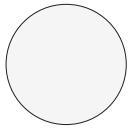
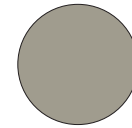
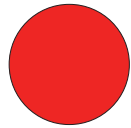
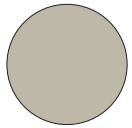
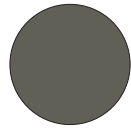




SOUTH ELEVATION



WEST ELEVATION

-  **MP-1**  
saw white  
acm
-  **MP-2**  
mica platinum  
acm
-  **MP-3**  
ron red  
acm
-  **EP-1**  
Masonry painted:  
sterling silver  
paint
-  **EP-2**  
charcoal slate  
paint



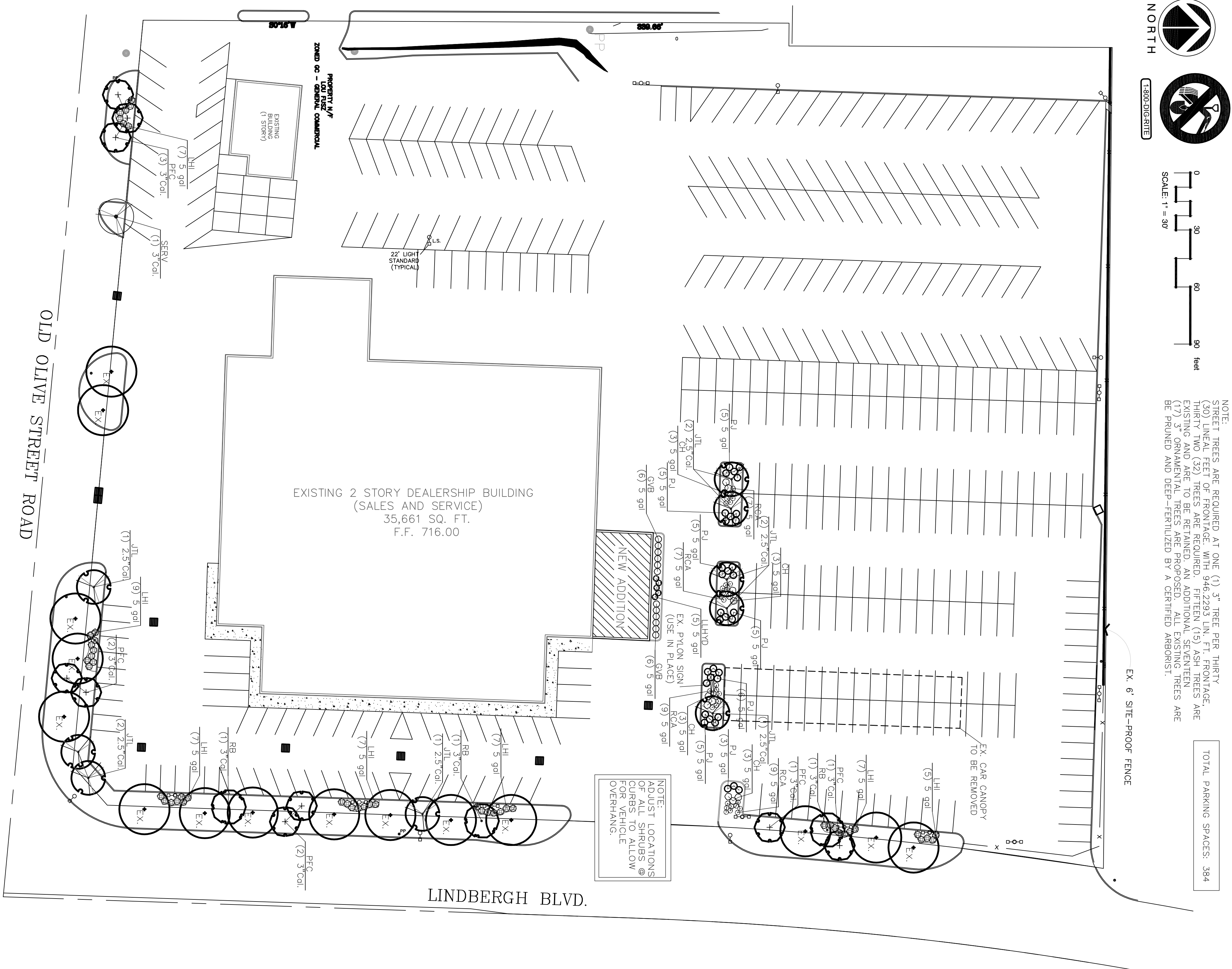
**LOU FUSZ KIA**  
1025 N Lindbergh Blvd.  
St. Louis, MO 63132



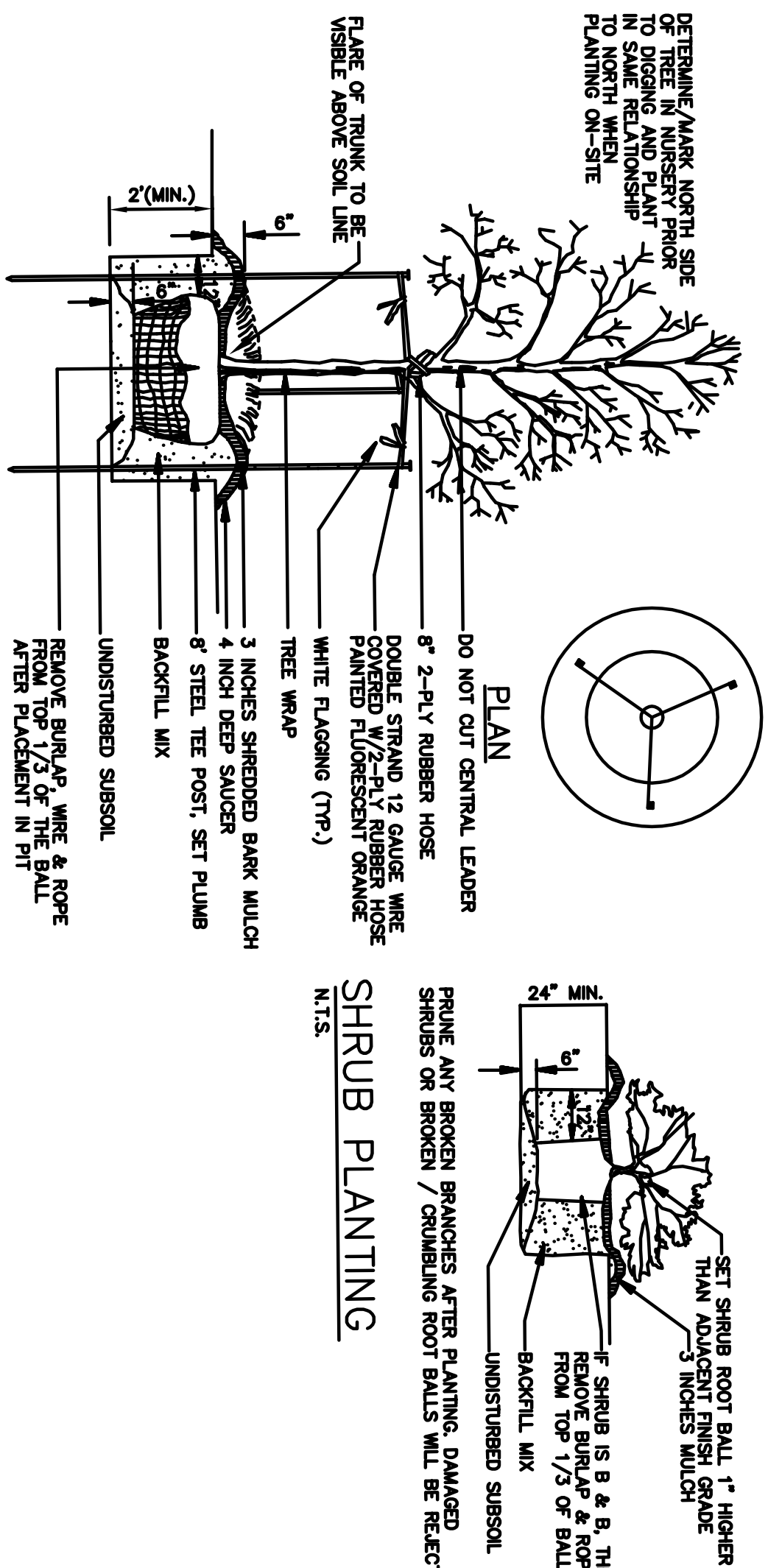
**S.J. Hollander Architect P.C.**  
519 First Capitol Drive  
St. Charles, MO. 63301

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| PLANT SCHEDULE             |     |                                                                                  |           |
|----------------------------|-----|----------------------------------------------------------------------------------|-----------|
| FLOWERING TREES            | QTY | COMMON NAME / BOTANICAL NAME                                                     | SIZE      |
| JTL                        | 9   | Ivory Silk Japanese Tree Liriod. / Syringa reticulata 'Ivory Silk'               | 2.5' Cal. |
| PFIC                       | 9   | Profrifire Crabapple / Malus 'Profrifire'                                        | 3' Cal.   |
| RB                         | 3   | Redud / Cercis canadensis                                                        | 3' Cal.   |
| SERV                       | 1   | 'Autumn Brilliance' Serviceberry / Amelanchier X grandiflora 'Autumn Brilliance' | 3' Cal.   |
| SHUBS                      | QTY | COMMON NAME / BOTANICAL NAME                                                     | SIZE      |
| CH                         | 12  | China Boy/Girl Holly / Ilex meserveae 'China Boy/Girl' TM                        | 5 gal     |
| GVB                        | 12  | Green Velvet Boxwood / Buxus 'Green Velvet'                                      | 5 gal     |
| LLHYD                      | 5   | Little Lime Hydrangea / Hydrangea paniculata 'Little Lime'                       | 5 gal     |
| LHI                        | 49  | Little Henry Sweetspire / Itea virginica 'Little Henry' TM                       | 5 gal     |
| PJ                         | 34  | Procombrens Juniper / Juniperus procumbens 'Nana'                                | 5 gal     |
| RCA                        | 32  | Rose Creek Abelia / Abelia x grandiflora 'Rose Creek'                            | 5 gal     |
| LANDSCAPE GUIDELINE SPECS: |     |                                                                                  |           |

[illegible]

**DATE**  
1-8-17

**SHEET TITLE**  
LANDSCAPE PLAN

**REVISIONS**

| NO. | DATE | ITEM |
|-----|------|------|
|     |      |      |



**S.J. Hollander Architect P.C.**

Stephen J. Hollander, AIA  
519 First Capitol Drive  
St. Charles, Missouri 63301  
Phone (636) 947-4140

**Facility Remodel**

**Lou Fusz Kia**

**1025 N Lindbergh Blvd.**

**St. Louis, MO 63132**

**PROJECT NO.**  
**216024**

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2017



BILL NO. \_\_\_\_\_

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE APPROVING A NEW CONDITIONAL USE PERMIT FOR AN AUTOMOTIVE DEALERSHIP PURSUANT TO SECTION 405.360(C) OF THE CITY OF CREVE COEUR'S CODE OF ORDINANCES FOR THE LOU FUSZ KIA LOCATED WITHIN THE "GC" GENERAL COMMERCIAL BUSINESS DISTRICT AT 900 N. LINDBERGH BOULEVARD**

**WHEREAS**, application was made by Stephen Hollander, of SJ Hollander Architect, on behalf of Lou Fusz Automotive, for a conditional use permit at 1025 N. Lindbergh Boulevard to modify the exterior of the building of the former Mazda Dealership for the Lou Fusz Kia Dealership and add a 1,714 square foot Service addition to the building.; and

**WHEREAS**, under Section 405.360(C)(6)(a), motor vehicle dealers (new or new and used) in the "GC", commercial zoning district require the issuance of a conditional use permit as provided in Section 405.1070, Conditional Use Permits; and

**WHEREAS**, The existing facilities is pre-existing non-conforming, where Lou Fusz Automotive has been operating a car dealership at this location since 1965, when at the time sales and showrooms were a permitted use; and

**WHEREAS**, Section 405.1070 provides, in part, that any future enlargement or alteration in the use of the structure or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the conditional use permit before a building permit for the enlargement or alteration may be issued; and

**WHEREAS**, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, March 6, 2017, beginning at 6:30 p.m. or immediately following the close of the previous public hearing, on said application for the conditional use permit as provided by Section 405.1070(D)(3); and

**WHEREAS**, notice of publication for 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

**WHEREAS**, the Planning and Zoning Commission reviewed and, by a \_\_\_\_ vote, recommended approval of the improvements, subject to the conditions contained herein, at its meeting on Monday, March 6, 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 finds that the application and evidence presented clearly indicate that the proposed conditional use, when subject to certain conditions set forth herein:

1. Will contribute to and promote the community welfare and convenience at the specific location.
2. Will not cause substantial injury to the value of neighboring property.
3. Meets the applicable provisions of the City's Comprehensive Plan and any applicable neighborhood or sector plans and complies with other applicable zoning district

Attachment: 17-009.Lou Fusz Kia.Draft Ordinance.3-6-2017 (2337 : Lou Fusz Kia, 1025 N. Lindbergh Boulevard)

BILL NO. \_\_\_\_\_

ORDINANCE NO. \_\_\_\_\_

regulations and provisions of this Chapter, unless good cause exists for deviation therefrom.

4. Will be compatible with the surrounding area and thus will not impose an excessive burden or have a substantial negative impact on surrounding or adjacent users or on community facilities or services.

**NOW, THEREFORE,** be it ordained by the City Council of the City of Creve Coeur, St. Louis County, Missouri, as follows:

**Section 1:** A Conditional Use Permit is authorized for an Automotive Dealership at 1025 N. Lindbergh Boulevard pursuant to Section 405.360(C) in the “GC” General Commercial zoning district whose legal description is as follows:

To be Added...

**SECTION 2:** The issuance of this conditional use permit and the operation and maintenance of said facilities provided for by this ordinance shall be subject to all ordinances, rules and regulations of the City of Creve Coeur and the following conditions:

1. The Conditional Use Permit is for the operation of a new and used automobile sales facility with accessory indoor repair facilities.
2. Hours of operation is limited to 7:00 AM – 9:00 PM Monday, Wednesday, and Friday, and 7:00 AM – 6:00 PM Tuesday, Thursday, and Saturday. Additional hours may be approved by the Zoning Administrator.
3. 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 “Architectural Elevations” submitted on February 2, 2017 as bound together and submitted in conjunction with Application #17-009 by S.J. Hollander Architect P.C.
4. The applicant is required to submit A Site Improvement Permit, showing all exterior 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 Grading Plans shall be in substantial conformance with the “Landscape Plan” submitted on February 2, 2017 as bound together and submitted in conjunction with Application #17-009 by S.J. Hollander Architect P.C., and as amended below.
5. The Landscape Plan shall be revised to indicate that the existing ash trees will be replaced with a street tree type per the City’s approved street tree list to be approved the Zoning Administrator.
6. The Landscape Plan shall be revised to provide a landscaped island on the south side of the entrance along N. Lindbergh Boulevard, as discussed in the Staff Report for approval by the Zoning Administrator.
7. The Landscape Plan shall be revised to include an additional landscaped area at the southwest corner of the site for approval by the Zoning Administrator.
8. The Landscape Plan shall be revised to include additional shrubs along the street frontages to the extent the site conditions will allow for approval by the Zoning Administrator.
9. 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.



BILL NO. \_\_\_\_\_

ORDINANCE NO. \_\_\_\_\_

10. All roof-top equipment shall be screened with a material approved by the Planning and Zoning Commission in a color similar to the main building.
11. The trash dumpsters shall be fully enclosed with materials that are consistent with the main building.
12. All lighting shall be installed or modified to be in conformance with Section 405.680, Lighting, of the Zoning Ordinance.
13. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code.
14. The owner of the property shall address any outstanding property maintenance violations on the property to the satisfaction of the Chief Building Official prior to the issuance of a final Certificate of Occupancy.
15. Any future enlargement, extension, expansion or exterior alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or exterior alteration may be issued.
16. A copy of all herein conditions shall be furnished by the owner or petitioner to the operator(s) and managers, including successive operator(s), owner(s) and manager(s) who shall forward to the Zoning Administrator an acknowledgement that he or she has read and understood all conditions and agrees to comply therewith.
17. 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.
18. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to be bound by the approved Site Development Plan for the property and the conditions herein set forth, and written confirmation thereof signed by the new owner or lessee shall be filed with the City at the time of such transfer or lease. Failure to comply with this provision shall not excuse anyone from these conditions.

**Section 3:** The City Administrator of the City of Creve Coeur is hereby authorized and directed to issue a Conditional Use Permit in accordance with the provisions of this ordinance, said permit to expressly provide for the conditions and stipulations hereinabove set out in Section 2 of this ordinance. Exercise of the rights granted pursuant to the issued permit shall constitute acceptance of all conditions and stipulations set forth herein.

**Section 4:** 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.

BILL NO. \_\_\_\_\_

ORDINANCE NO. \_\_\_\_\_

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BARRY GLANTZ  
MAYOR

ATTEST:

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DEBORAH RYAN, MPCC  
CITY CLERK

Attachment: 17-009.Lou Fusz Kia.Draft Ordinance.3-6-2017 (2337 : Lou Fusz Kia, 1025 N. Lindbergh Boulevard)





**APPLICATION TO PLANNING AND ZONING COMMISSION**  
**#17-010 FOR A MINOR SITE DEVELOPMENT PLAN OF AN**  
**AUXILIARY SALT STORAGE BUILDING AT THE CREVE COEUR**  
**PUBLIC WORKS MAINTENANCE FACILITY**  
**AT 996 RUE DE LA BANQUE EAST**

**FOR THE MEETING OF:** March 6, 2017, 6:30 PM.

**SUBJECT PROPERTY LOCATION:** 996 Rue de la Banque East, zoned CB-Core Business.

**REQUEST:** Jim Heines, Director of Public Works, on behalf of the City of Creve Coeur, has submitted an application for the installation of fabric building to protect the de-icing salt stored on the auxiliary storage pad located immediately behind the existing Maintenance Facility building to meet with Missouri Department of Natural Resources' recommendation to protect the stored material from rain and potential stream pollution.

**ADDITIONAL INFORMATION:** Section 400.030 requires the Planning and Zoning Commission review and approval of public facilities. The Commission shall consider the application under the applicable standards established for site development plans and subdivision improvement plans including but not limited, to, making a determination as to whether the proposed project is consistent with the plan and complies with the Zoning Code if applicable.

**Key Issues:**

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

**Comprehensive Plan References**

- Central Business District Action Area
- Design Guidelines

**Planning References:**

- Section 400.030: Approval of Public Facilities

**Zoning Code References**

- Section 405.370: CB Core Business District
- Section 405.1080 Site Concept, Site Development, and Minor Site Plan Approval

**APPLICANT:** Jim Heines  
Director of Public Works  
City of Creve Coeur  
300 N. New Ballas Road  
Creve Coeur, MO 63141



**REPORT PREPARED BY:** Whitney Kelly, AICP, City Planner  
**DATE:** 3/3/2017  
**ATTACHMENTS:** Applicant's Materials received February 16, 2017

### PROJECT DESCRIPTION

As outlined in the attached memo from the Director of Public Works, the existing auxiliary salt storage pad was built three years ago to store a reserve salt stock pile. At the time, the pad and walls were constructed to allow for a future full enclosure to be added to at a later time. The Public Works Maintenance facility along with other city properties was audited by the Missouri Department of Natural Resources (MoDNR) in the fall of 2015.

The audit was directly related to water quality during maintenance operations and storage of materials. The City received a positive review of our properties and operations, however there was a list of items recommended by MoDNR that accompanied the results of the audit. One of the MoDNR recommendations was to place a roof structure over all material supply storage bins to protect the stored material from rain and potential stream pollution due to material contaminated storm water runoff.

Therefore, the Department of Public Works is seeking approval of a minor site development plan for the installation of a tan fabric structure to meet with these requirements. The height of the structure would be approximately 26-feet above the block wall.



Figure 1: Close-up of Aerial location of the existing storage pad



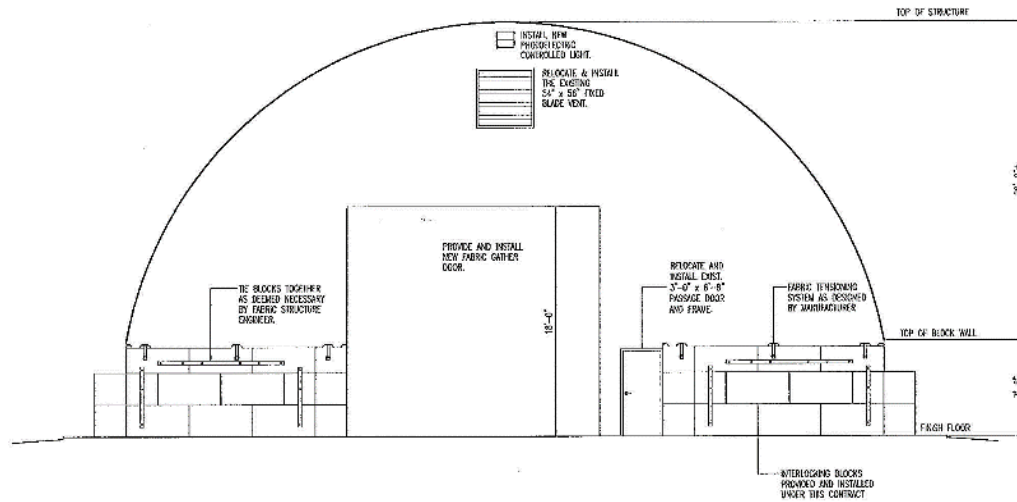


Figure 2: Architectural Elevation of the end wall

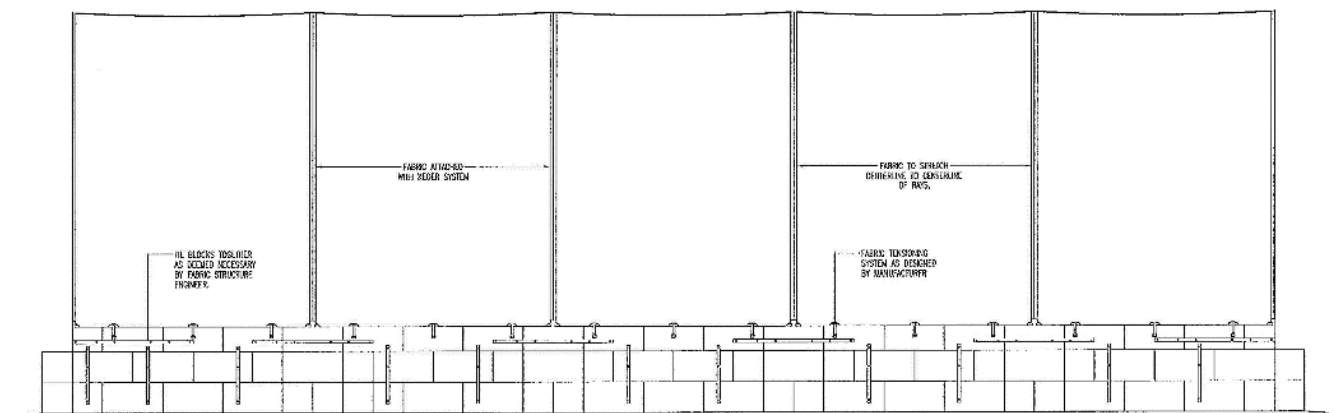


Figure 3: Side Wall Elevation

#### LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

| DIRECTION | USE                                                   | ZONED                                      | SEPARATED BY |
|-----------|-------------------------------------------------------|--------------------------------------------|--------------|
| North     | Single Family Residential;<br>Multi-Family Apartments | R3 and R6; Unincorporated St. Louis County | NA           |
| South     | City Place 5 Office Building                          | CB-Core Business District                  | Private Road |
| East      | Multi-Family Apartments                               | R6 Unincorporated St. Louis County         | NA           |
| West      | Heather Ridge Apartments                              | CB-Core Business District                  | NA           |

### COMPREHENSIVE PLAN REVIEW

The subject property is located within the Key Property Central Business District 2 Action Area that recommends that design elements from adjacent mixed-use development should be considered and incorporated, whenever possible, in future redevelopment projects. The *Creve Coeur 2030* Plan includes this area in the West Olive & Large Commercial Property Recommendations whose vision 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. This property, however, is unique in that it serves as a service yard for the City’s Public Works Department within a non-industrial area which, by its very nature, cannot easily further the objectives of the comprehensive plan.

### Design Guidelines

The City’s Design Guidelines encourage interesting, articulated and high quality structures, and building service, trash facilities, or utilities should be positioned to minimize view and visual impact, and to be located, designed and /or screened to minimize visual impact that are related in material, character and detail to the primary buildings on the site.

The salt storage building meets the Design Guidelines in terms of location where it will be positioned behind the principal building and where the visual impacts are minimized. Providing a more permanent structure instead of the fabric structure would be more in keeping with the City’s Design Guidelines for buildings; however, the Department of Public Works is seeking a more practical solution to satisfy a state audit recommendation which requires the salt storage to be covered. While staff would prefer a different material for the building covering other than fabric, we note that the structure would be minimally visible from the public right-of-way, if at all, and would not be out of character with the existing use of the property as a municipal maintenance facility. The color of the fabric will be light tan in an effort to blend with the surrounding area. The Director of Public Works will be present with material samples and will be available to answer any questions from the Commission.

### ZONING REVIEW

The property is Zoned CB-Core Business District, however as the proposal is not significantly altering the site where no additional coverage is being created, and it is an existing City facility, there is not a zoning impact. Section 405.460 Accessory Uses and Structures, limits such facilities to behind the main building and maintain the side-yard setback as is required for the principal structure, which for the CB District is ten feet, and five feet from the rear yard. Therefore, the proposal meets with the Zoning Regulations.

### RECOMMENDATION

Staff recommends that the follow condition apply for this request:

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 “Side and End Elevations” received February 16, 2017 as bound together and submitted in conjunction with Application #17-010 by the Director of Public Works.

### MOTION

The motion to approve the site development plan as a public facility request as shown in the Applicant’s materials will be in the form of approval, approval with conditions, denial or deferral. The following is an example of an appropriate motion for the site development plan for the new combined property:

“I move to recommend approval of the minor site development plan to expand a public facility for the Auxiliary Salt Storage Building at the City’s Public Works Maintenance Facility at 996 Rue de la Banque East as bound together with Application #17-010, as presented to the Planning and Zoning Commission, subject to the conditions contained in the staff report for the meeting of March 6, 2017” (conditions may be added, eliminated, or modified by preceding motion).



**APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES**

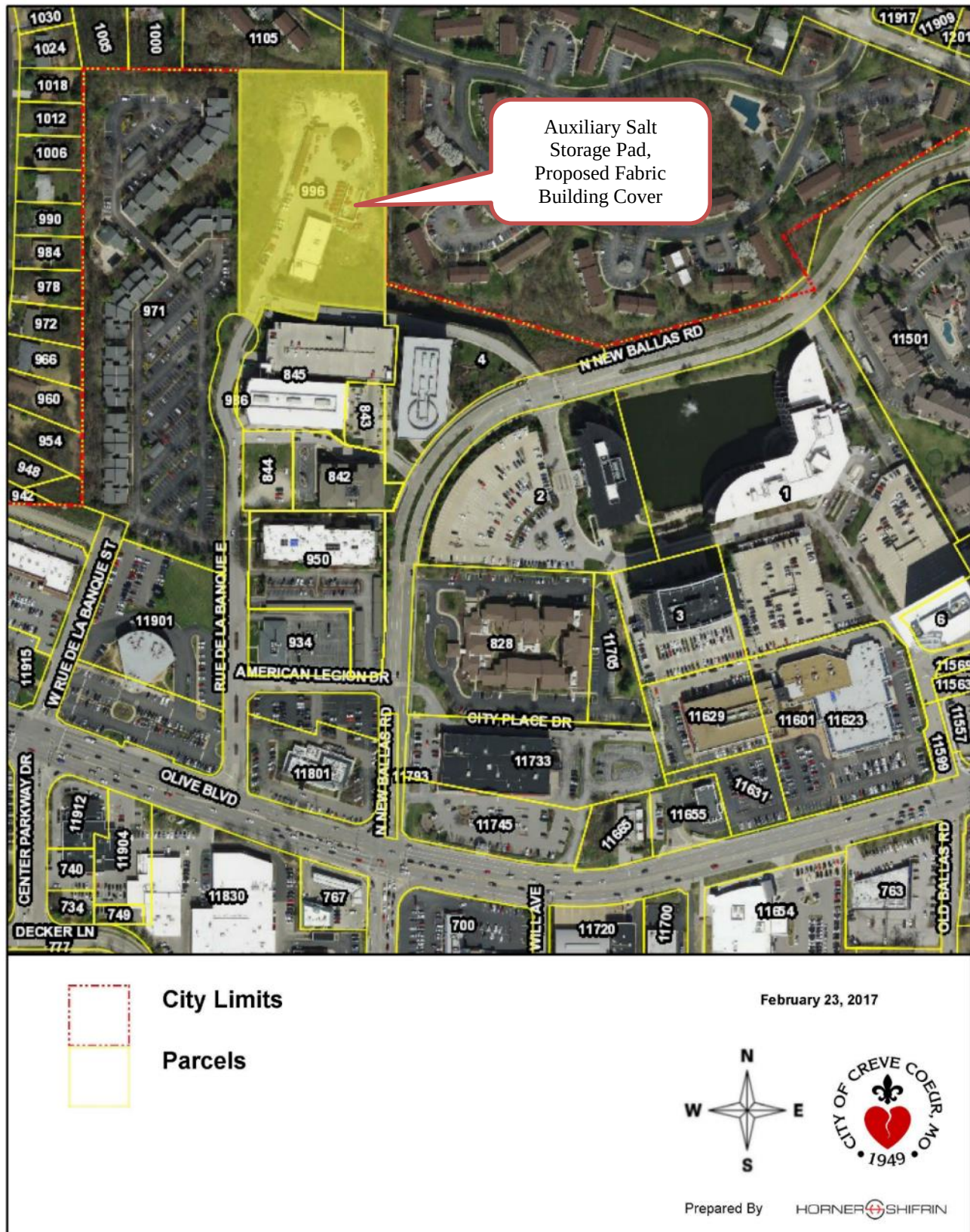
Included and attached by reference. See body of report for specific excerpts.

**APPENDIX 2: ZONING CODE**

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

### APPENDIX 3: AERIAL PHOTO

#### CREVE COEUR PUBLIC WORKS MAINTENANCE FACILITY





**APPENDIX 4: SITE PHOTOGRAPHS**

Taken: 2/24/2017



Description: View looking north at the entrance into the PW Maintenance Facility from Rue de la Banque E.



Description: View looking west at the existing foundation and walls of the salt storage pad behind the City vehicles.



Description: View looking south at the existing foundation and walls of the salt storage pad.



## DEPARTMENT OF PUBLIC WORKS OFFICE MEMO

**DATE:** February 16, 2017  
**TO:** Mark Perkins, City Administrator  
**FROM:** Jim Heines, Director of Public Works  
**SUBJECT:** Public Works Auxiliary Salt Storage Building

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### Background

Three years ago city staff constructed an auxiliary salt storage pad with 8 foot tall containment walls to store a reserve salt stock pile. This additional salt storage was constructed to allow the city to purchase and store additional salt while prices are low as well as having a reserve supply to be used for de-icing roads during winters with above average snow and ice events.

The intent when the pad and walls were constructed was there would be a cover constructed over the storage area in the future to protect the salt from rain, snow and ice. During the interim, staff used tarps to cover the salt pile which proved to be a significant safety issue for worker when trying to uncover the salt pile during storm events. In addition, tarps are technically a temporary cover for whatever they are protecting.

The Public Works Maintenance facility along with other city properties was audited by MoDNR in the fall of 2015. The audit was directly related to water quality during maintenance operations and storage of materials. The city received a positive review of our properties and operations, however there was a list of items recommended by MoDNR that accompanied the results of the audit. One of the MoDNR recommendations was to place a roof structure over all material supply storage bins to protect the stored material from rain and potential stream pollution due to material contaminated storm water runoff.

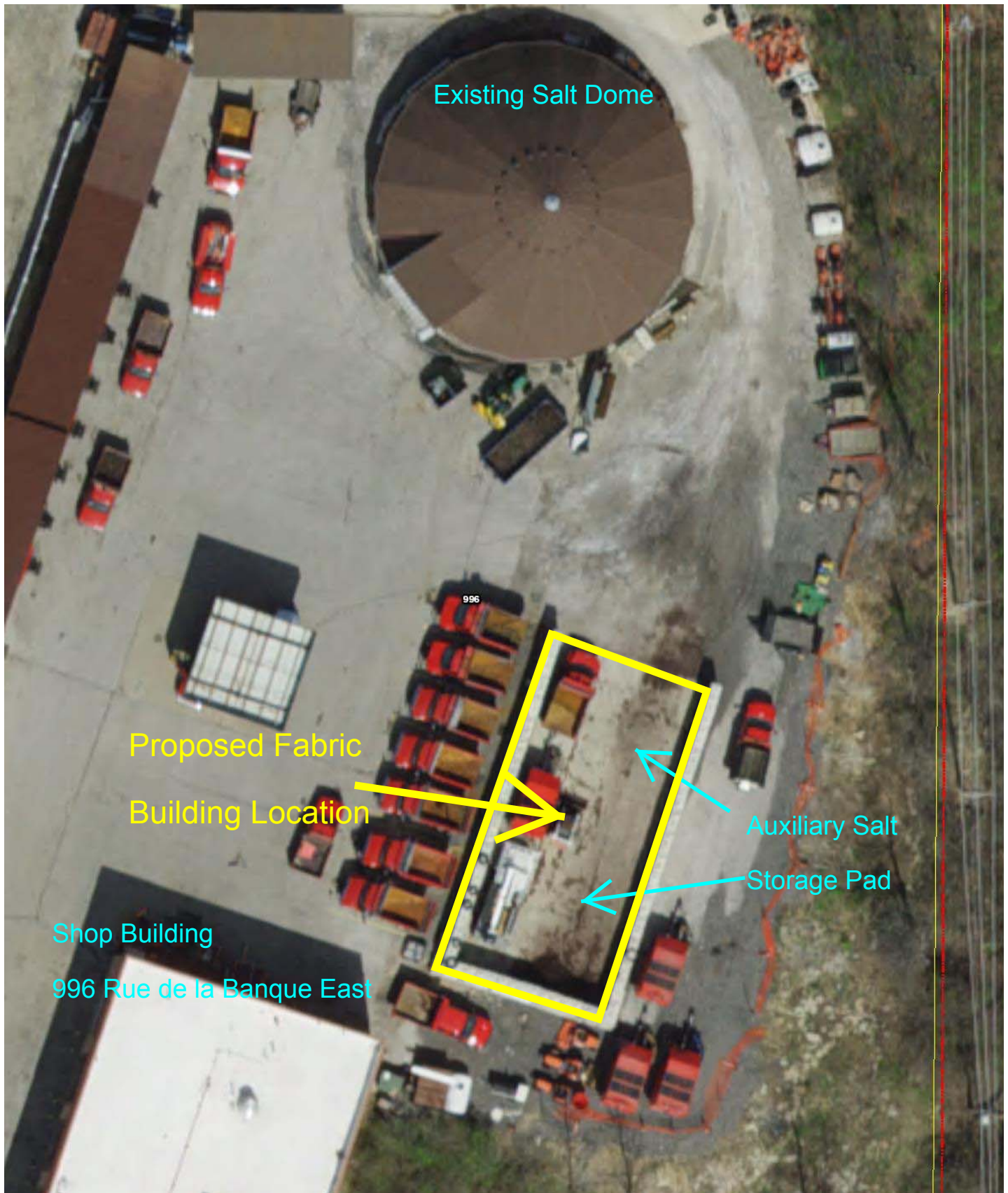
Public Works staff has been working with the successful bidder for fabric buildings from the Missouri State Cooperative Purchase Program to obtain pricing for the purchase and installation of a Fabric Building Structure to be constructed on top of the containment walls on the auxiliary salt storage pad.

In an effort to provide more detailed information, site maps, generic construction plans showing the type of construction, and photos of the proposed structure have been included in the submission. Taking into account the location of the auxiliary salt pad in relationship to surrounding properties as well as the heavy vegetative barrier surrounding the Maintenance Facility property, it is unlikely to have an impact on neighboring properties.

### Recommendation

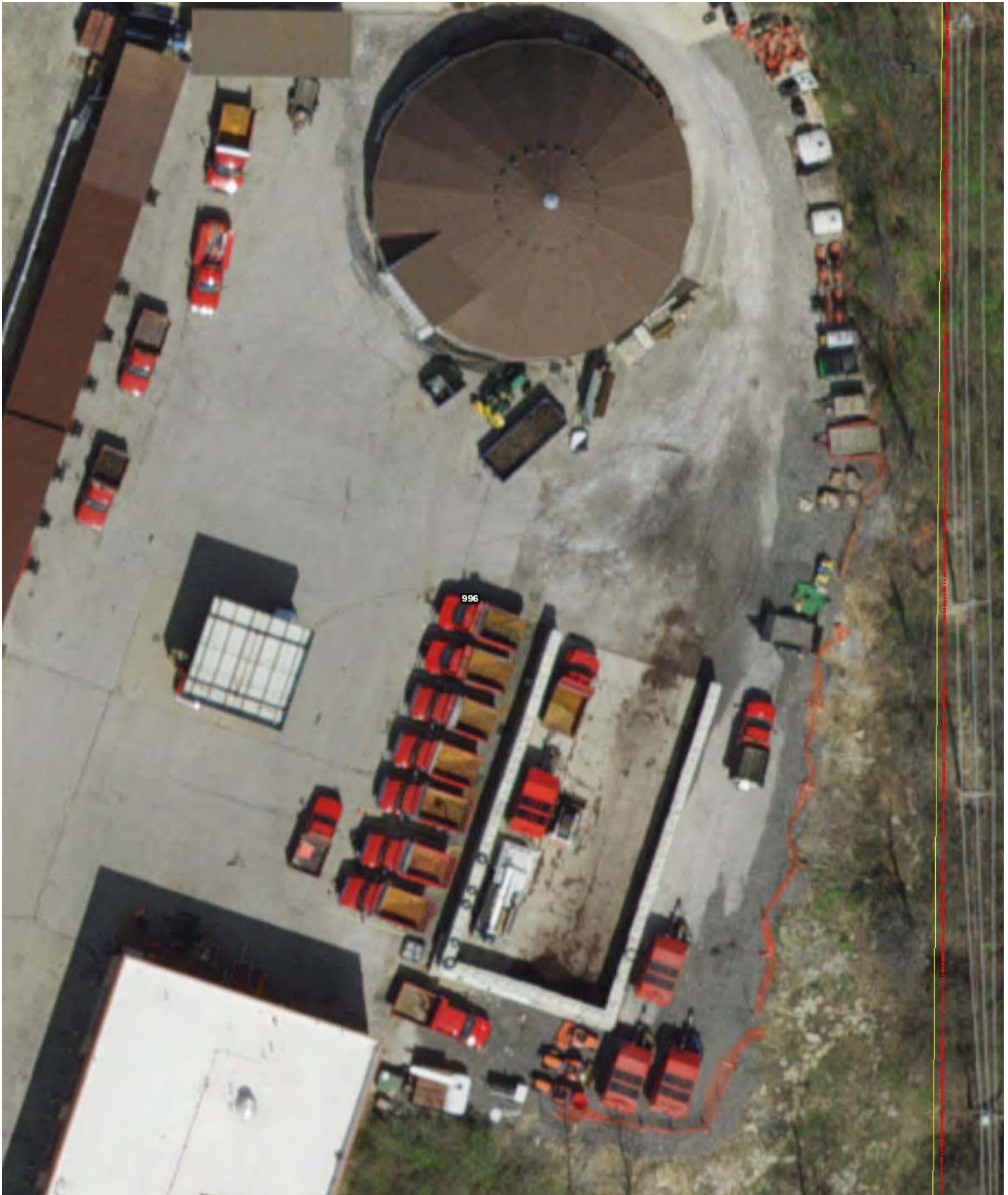
Public Works staff requests approval of the installation of fabric building to protect the de-icing salt stored on the auxiliary storage pad located immediately behind the existing Maintenance Facility building. Staff recommends using Tan colored fabric so it will blend in better with the surrounding area.





Attachment: PW Materials (2338 : 17-010 Public Works Auxiliary Salt Storage Building)





Attachment: PW Materials (2338 : 17-010 Public Works Auxiliary Salt Storage Building)





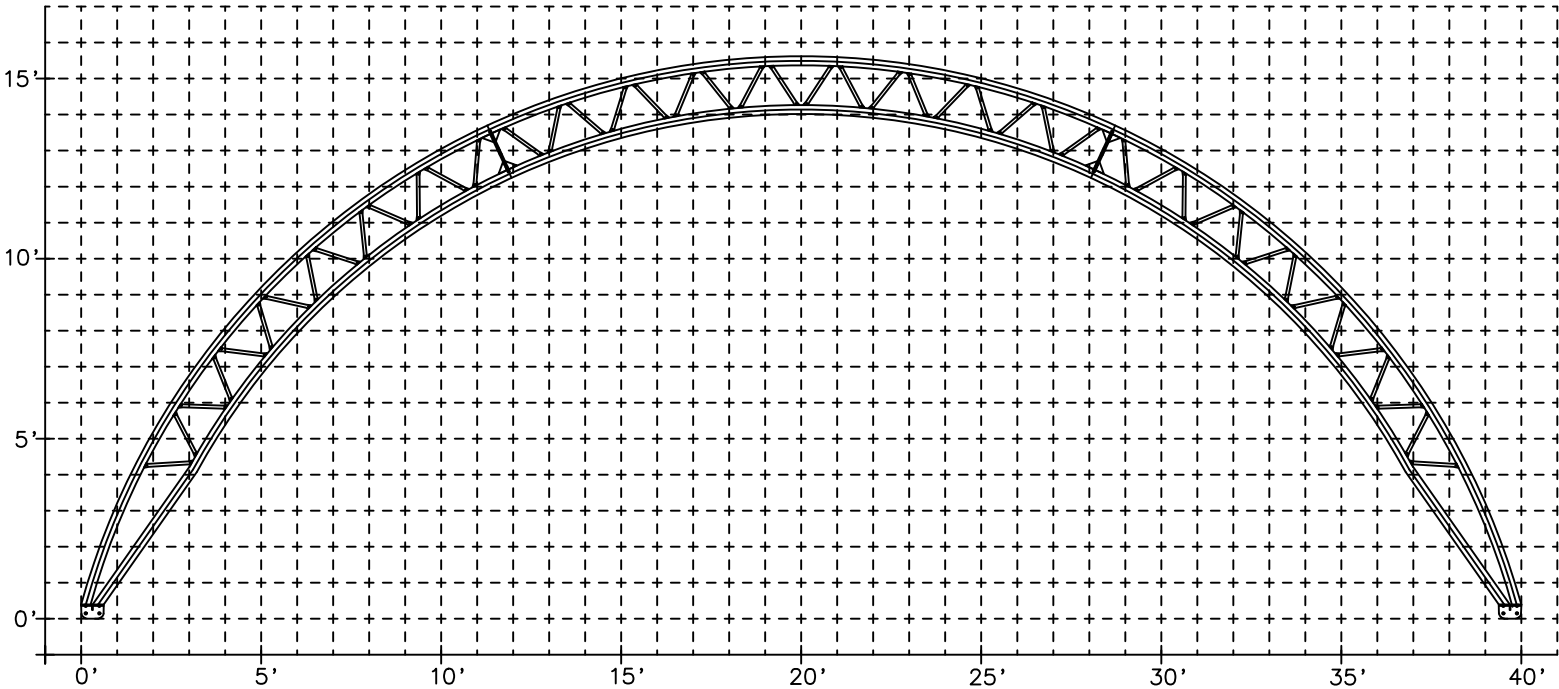
Attachment: PW Materials (2338 : 17-010 Public Works Auxiliary Salt Storage Building)



STB40X BUILDING DOCUMENTS

| INDEX OF DRAWINGS |                                    |                  |
|-------------------|------------------------------------|------------------|
|                   | SHEET INDEX                        | CATALOG INDEX    |
| 1                 | B1.0 TITLE PAGE                    | ISS40-TP-ANSIB   |
| 2                 | B1.1 SPECIFICATIONS                | ISSS-ANSIB       |
| 3                 | B1.2 GENERAL INFORMATION           | ISSGI-ANSIB      |
| 4                 | B1.3 TRUSS COMPONENTS              | ISS40-TC-ANSIB   |
| 5                 | B1.4 TRUSS BEARING                 | ISS40-TB-ANSIB   |
| 6                 | B1.5 TRUSS BRIDGING                | ISS40-TEPV-ANSIB |
| 7                 | B1.6 TRUSS ASSEMBLIES              | ISS1908-TA-ANSIB |
| 8                 | B1.7 BUILDING LAYOUT               | ISS40-BL-ANSIB   |
| 9                 | B1.8 LATERAL TIGHTENING ASSEMBLIES | ISSRD-LTA-ANSIB  |
| 10                | B1.9 MAIN COVER ASSEMBLIES         | ISS75-STA-ANSIB  |

ELEV VIEW  
3/16" = 1'-0"



WARRANTY

| WARRANTY COVERAGE        | COMPONENTS COVERED                                                        | REQUIREMENTS                                                                                                                                                                                                                                                                       |
|--------------------------|---------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 15 YEARS<br>(180 MONTHS) | S, LS, LP MAIN FABRIC, TRUSSES, UPRIGHT COLUMNS, GIRTS AND PURLINS.       | <ul style="list-style-type: none"><li>• SUBMITTAL OF APPROVED FOUNDATION DESIGN</li><li>• SUBMITTAL OF 'WARRANTY PHOTOS REQUIREMENTS' DOCUMENT</li><li>• SUBMITTAL OF COMPLETED PROCEDURE FOR COVER AND CABLE TIGHTENING</li><li>• FOLLOW CORRECT INSTALLATION PROCEDURE</li></ul> |
| 10 YEARS<br>(120 MONTHS) | S, LS, LP MAIN FABRIC, TRUSSES, UPRIGHT COLUMNS, GIRTS AND PURLINS.       | <ul style="list-style-type: none"><li>• SUBMITTAL OF 'WARRANTY PHOTOS REQUIREMENTS' DOCUMENT</li><li>• SUBMITTAL COMPLETE PROCEDURE FOR COVER AND CABLE TIGHTENING</li><li>• FOLLOW CORRECT INSTALLATION PROCEDURE</li></ul>                                                       |
| 5 YEARS<br>(60 MONTHS)   | ST MAIN FABRIC, RAFTERS AND CONNECTORS. END FABRIC FOR ALL BUILDINGS.     | <ul style="list-style-type: none"><li>• SUBMITTAL 'WARRANTY PHOTOS REQUIREMENTS' DOCUMENT</li><li>• SUBMITTAL COMPLETE PROCEDURE FOR COVER AND CABLE TIGHTENING</li><li>• FOLLOW CORRECT INSTALLATION PROCEDURE</li></ul>                                                          |
| 1 YEAR<br>(12 MONTHS)    | REPAIR PARTS FOR ITEMS LISTED ABOVE.                                      | <ul style="list-style-type: none"><li>• FOLLOW CORRECT INSTALLATION PROCEDURE</li></ul>                                                                                                                                                                                            |
| 6 MONTHS                 | DOOR FABRIC, CABLE, CLAMPS, DOOR TUBING, WINCHES, PULLEYS, ROPE, WEBBING. | <ul style="list-style-type: none"><li>• FOLLOW CORRECT INSTALLATION PROCEDURE</li></ul>                                                                                                                                                                                            |
| 90 DAYS                  | ALL REMAINING COMPONENTS                                                  | <ul style="list-style-type: none"><li>• FOLLOW CORRECT INSTALLATION PROCEDURE</li></ul>                                                                                                                                                                                            |

ALL COVERAGE PERIODS SHOWN ARE PRO-RATED

FROM THE DATE OF ORIGINAL PURCHASE BY THE END USER, WARRANTY COVERAGE IS LISTED. THE END USER/ORIGINAL OWNER SHALL PAY THE SUGGESTED RETAIL PRICE OF THE WARRANTABLE COMPONENT AT THE DATE OF THE CLAIM LESS A PERCENTAGE OF THE REMAINING WARRANTY OF THE PRICE FOR EACH FULL MONTH REMAINING IN THE WARRANTY PERIOD.

THE REPAIR OR REPLACEMENT OF WARRANTABLE COMPONENTS DOES NOT INCLUDE COMPONENT REMOVAL OR REINSTALLATION OR THE COST TO TRANSPORT AND RETRIEVE WARRANTABLE COMPONENTS FOR REPAIR. NOTE: IT IS THE RESPONSIBILITY OF THE END USER/ORIGINAL OWNER TO ESTABLISH THAT THE FOUNDATION DESIGN AND CONSTRUCTION IS IN COMPLIANCE WITH THE FOUNDATION DESIGN SUPPLIED BY AND/OR APPROVED BY SPAN-TECH. FABRIC COVERS WHICH HAVE BEEN MODIFIED ARE NOT COVERED UNDER WARRANTY. SUCH MODIFICATIONS INCLUDE, BUT ARE NOT LIMITED TO, SUCH THINGS AS COVERING ADDITIONAL SIDE WALL OPENINGS WITH MATERIAL NOT SUPPLIED BY SPAN-TECH OR WRAPPING FABRIC TO THE OUTSIDE OF A WALL WITH A GAP THAT IS MORE THAN FOUR (4) INCHES FROM THE OUTSIDE EDGE OF THE TRUSS.

THE WARRANTY IS VOIDED IF THE REQUIREMENTS LISTED IN TABLE 1 ARE NOT MET.

THE WARRANTY IS VOIDED IF DIRECTIONS ARE NOT PROPERLY FOLLOWED PER THE INSTALLATION DOCUMENTS SUPPLIED WITH THE BUILDING OR AS REQUESTED BY THE DEALER. ABSENCE OF INSTALLATION DOCUMENTS DOES NOT LESSEN THE REQUIREMENTS OF PROPER INSTALLATION. IF YOU CANNOT FIND THE INSTALLATION DOCUMENTS, PLEASE ASK FOR THEM.

THE WARRANTY DOES NOT COVER COMPONENT DAMAGE DUE TO THE QUALITY OF FOUNDATION, WALL OR PAD CONSTRUCTION; NOR DAMAGE CAUSED TO THE BUILDING SITE OR SURROUNDING AREAS BY THE CONSTRUCTION OF THE BUILDING. DEALERS AND END USERS ARE ADVISED TO OBTAIN QUALIFIED ENGINEERING ADVICE ON THE SUITABILITY OF THE SOIL AT THE BUILDING SITE. DEALERS AND END USERS ARE ADVISED THAT UNUSUAL OR ABNORMAL SOIL CONDITIONS INCLUDING BUT NOT LIMITED TO SANDY SOILS, SPRINGS, SINKS, UNDERGROUND STREAMS AND SO FORTH WILL AFFECT THE FOUNDATION REQUIREMENTS. UNLESS SPECIFICALLY DOING SO IN WRITING, HAWKEYE STEEL PRODUCTS, INC., PRIDE OF THE FARM, SPAN-TECH AND ALL RELATED ENTITIES DO NOT EXPRESS AN OPINION ABOUT THE SUITABILITY OF BUILDING SITES, FOUNDATIONS, WALL, PADS AND THE LIKE FOR THE CONSTRUCTION OF A SPAN-TECH BUILDING.

THERE IS NO WARRANTY FOR BUILDINGS THAT HAVE BEEN DISASSEMBLED AND MOVED FROM THEIR ORIGINAL LOCATIONS. THE END USER/ORIGINAL OWNER MAY BE ASKED TO SUPPLY DOCUMENTATION VERIFYING THAT THE BUILDING HAS NOT BEEN MOVED FROM ITS ORIGINAL LOCATION. THERE IS NO WARRANTY FOR COMPONENT LOSS OR DAMAGE DURING TRANSPORT. THE WARRANTY DOES NOT COVER DAMAGE CAUSED BY NATURAL AND ENVIRONMENTAL CONDITIONS(ACTS OF GOD); PUNCTURE OR TEAR DAMAGE TO THE TARPULIN COMPONENTS CAUSED BY PENETRATION OF MECHANICAL OR OTHER FOREIGN OBJECTS; RODENT DAMAGE; COSTS ASSOCIATED WITH THE LOSS OF TIME AND/OR INCONVENIENCE OR ANY OTHER CONSEQUENTIAL DAMAGES; INJURY; LOSS OF PROFIT, LIFE, CONTENTS INSIDE THE BUILDING; MALFUNCTION RESULTING FROM MISUSE; UNAUTHORIZED ALTERATION OR NEGLIGENCE; DAMAGE OR CORROSION RESULTING FROM SALT, CHEMICALS OR OTHER CORROSIVE MATERIALS PILED AGAINST THE FABRIC, STEEL OR OTHER COMPONENTS; DAMAGE CAUSE BY EARTH MOVEMENT INCLUDING BUT NOT LIMITED TO LANDSLIDE, MUD FLOWS, EARTH SINKING OR EARTH RISING, DAMAGE CAUSED BY LACK OF MAINTENANCE(SUCH AS NOT PERIODICALLY RE-TIGHTENING THE MAIN FABRIC, SOLID ENDS OR DOORS OR RE-TIGHTENING THE CABLES) OR DAMAGE CAUSED FROM ANY CAUSE BEYOND THE CONTROL OF SPAN-TECH.

IN ACCEPTING THIS WARRANTY, DEALER AND END USER ACKNOWLEDGE THAT THEY ARE IN RECEIPT OF “PROCEDURE FOR CHECKING THE TIGHTNESS OF MAIN FABRIC CANVAS ON SPAN-TECH BUILDINGS” & “PROCEDURES FOR CHECKING CABLING IN YOUR SPAN-TECH BUILDING”.

THE STANDARD FABRIC IN A SPAN-TECH BUILDING IS NOT FIRE RETARDANT. THERE IS NO WARRANTY FOR ANY DAMAGE, LOSS OR OTHER PROBLEMS CAUSED EITHER BY FIRE OR CINDERS OR FOR COSTS ASSOCIATED WITH FIRE REGULATION ZONING COMPLIANCE.



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Fax: 319-469-4402  
Web: [www.spantechbuildings.com](http://www.spantechbuildings.com)

ISS40-TP-ANSIB  
REV. 1.3

|           |                                                                                                                                                                           |  |  |
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| DEALER:   | This drawing is the property of Hawkeye Steel Products, Inc. Any reproduction of this drawing without the consent of Hawkeye Steel Products, Inc. is strictly prohibited. |  |  |
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|---------------------|-------------------------|--------------------|
| DRAWN BY:<br>C.L.S. | CHECKED BY:<br>J.R.B.W. | DATE:<br>3/10/2016 |
| PROJECT NUMBER:     | B1.0 TITLE PAGE         |                    |

|    |  |
|----|--|
| 1. |  |
| 2. |  |
| 3. |  |



PROJECT NUMBER:

DEALER:

CUSTOMER:

BUILDING LOCATION:

BUILDING USE:

DESIGN CRITERIA

DESIGN LOADS IN ACCORDANCE TO INTERNATIONAL BUILDING CODE 2012 (IBC 2012)

ROOF SNOW LOAD:

GROUND SNOW LOAD:

DEAD LOAD:

WIND LOAD:

CONVEYOR LOAD:

OCCUPANCY CATEGORY:

EXPOSURE CATEGORY:

ENCLOSURE CATEGORY:

SPAN-TECH BUILDING SERIES:

S-2 LOW HAZARD STORAGE

CONSTRUCTION TYPE IIB

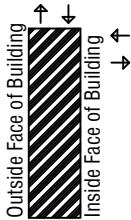
PER IBC TABLE 503

↑ VERTICAL LOAD (KIPS) -----

↓ VERTICAL LOAD (KIPS) -----

← HORIZONTAL LOAD (KIPS) ---

→ HORIZONTAL LOAD (KIPS) ---



ENCLOSED BUILDING - A BUILDING IN WHICH ALL SIDES AND ENDWALLS ARE COVERED WITH A MAXIMUM OF ONE DOOR OPENING (18' X 18') IN ANY GIVEN WALL.

PARTIALLY ENCLOSED BUILDING - A BUILDING IN WHICH ANY WALL IS PARTIALLY OR FULLY UNCOVERED OR FULL OF LARGE OPENINGS.

FRAMES ARE DESIGNED FOR BOTH CASES. THE REACTIONS TO THE FOUNDATIONS VARY.

COMMENT ON BUILDING LOADS

ALL BUILDINGS UNLESS OTHERWISE EXPLICITLY STATED ARE DESIGNED IN ACCORDANCE TO INTERNATIONAL BUILDING CODE 2012 (IBC 2012) SET TO THE DESIGN CRITERIA LISTED ABOVE OR ON THE SALES ORDER IF SUBMITTALS ARE NOT REQUIRED. SPAN-TECH HAS NO KNOWLEDGE OF WHAT THE ACTUAL ENVIRONMENTAL AND COLLATERAL LOADS MAY BE FOR ANY PARTICULAR AREA. IT IS THE RESPONSIBILITY OF THE DEALER AND/OR END CUSTOMER TO CHECK WITH THE LOCAL PLANNING/PERMITTING OFFICE FOR THE ACTUAL ENVIRONMENTAL AND COLLATERAL LOADS.

STEEL TUBE MEMBER

ALL CARBON STEEL TUBE HAS TRACE ELEMENTS CONTROLLED TO ASTM A385 SPECIFICATION TO MITIGATE FORMATION OF REACTIVE STEEL DURING THE HOT DIP GALVANIZATION PROCESS.

ALL TUBE UNLESS OTHERWISE NOTED MEETS ASTM A513 SPECIFICATION WITH THE FOLLOWING YIELDS:

1.000" O.D. ROUND TUBE FY = 50 KSI

1.500" O.D. ROUND TUBE FY = 50 KSI

1.900" O.D. ROUND TUBE FY = 50 KSI

2.375" O.D. ROUND TUBE FY = 50 KSI

3.000" O.D. ROUND TUBE FY = 50 KSI

3.500" O.D. ROUND TUBE FY = 50 KSI

2"X3" O.D. RECT. TUBE (GALV.) FY = 50 KSI

ALL OTHER SQUARE AND RECTANGULAR TUBE FY = 36 KSI

OTHER STRUCTURAL STEEL

STRUCTURAL STEEL FY = 50 KSI

STEEL TUBE WALL GAUGE (NOMINAL)

MINIMUM GAUGE THICKNESS IS 14 GA. (.084)

14 GA. = .084"

13 GA. = .095"

12 GA. = .109"

11 GA. = .120"

10 GA. = .134"

09 GA. = .148"

08 GA. = .165"

WELDED ASSEMBLIES - STEEL FINISH

HOT DIPPED GALVANIZED - IF APPLICABLE

ALL WELDED ASSEMBLIES ARE HOT DIPPED GALVANIZED AFTER FABRICATION TO ASTM A123 STANDARDS.

GATORSHIELD OR EQUIVALENT - IF APPLICABLE

ALL WELDED ASSEMBLIES USING GATORSHIELD OR EQUIVALENT FINISH, ARE ZINC COATED AFTER FABRICATION.

NON-WELDED ASSEMBLIES - STEEL FINISH

ALL NON-WELDED BUILDING COMPONENTS ARE FABRICATED USING GATORSHIELD OR EQUIVALENT MATERIALS UNLESS OTHERWISE NOTED.

FABRIC MATERIAL

MATERIAL: RU88X-6(FR), 400 NOVA SHIELD II TM MEMBRANE STRUCTURE FABRICS

WEAVE: WOVEN CLEAR HDPE SCRIM WITH UV TAPES

COATING: LDPE, 4 MIL AVERAGE EACH SIDE (95 G/M^2/SIDE)

WEIGHT: 12.4 OZ/YD^2 (407 G/M^2) +/-5%

THICKNESS: 23 MILS (0.59 MM) ASTM D5199

FIRE RATING: NFPA-701 (1989) LARGE SCALE; CAN/ULC S109-M87 (LARGE SCALE), AND ASTM E84-00A (CLASS 1)

| PERFORMANCE                      |                                |            |                      |
|----------------------------------|--------------------------------|------------|----------------------|
|                                  | WARP                           | WEFT       | TESTING METHOD       |
| GRAB TENSILE, LBS. (N)           | 370 (1664)                     | 350 (1555) | ASTM D5034-09        |
| STRIP TENSILE, LBS./INCH (N/5CM) | 260 (2311)                     | 240 (2100) | ASTM D5035-11        |
| TRAPEZOIDAL TEAR, LBS. (N)       | 90 (400)                       | 90 (400)   | ASTM D4533-04 (2009) |
| TONGUE TEAR, LBS. (N)            | 115 (510)                      | 110 (489)  | ASTM D2261-07A       |
| MULLEN BURST                     | 670 PSI/ 4623 KPA              |            | ASTM D3786-09        |
| COLD RESISTANCE                  | -60 DEGREES C                  |            | ASTM D2136-02 (2007) |
| ACCELERATED UV WEATHERING        | > 90% STRENGTH AFTER 2000 HRS. |            | G154-06              |

WARNING: CAREFULLY READ ALL INSTRUCTIONS BEFORE BEGINNING ERECTION. FAILURE TO DO SO CAN RESULT IN INJURY OR DAMAGE TO BUILDING AND WILL VOID ALL WARRANTIES.



P.O. Box 2000  
Houghton, IA 52631 USA  
Phone: 319-469-4141  
Fax: 319-469-4402  
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DRAWN BY:  
J.R.B.W.

CHECKED BY:

DATE:  
3/20/2012

PROJECT NUMBER:

SHEET NUMBER:  
B1.1 SPECIFICATIONS

1.

2.

3.

ANCHORING TO FOUNDATION

FOUNDATION ENGINEER TO DETERMINE ANCHORING TYPE, GRADE OF ANCHOR AND EMBEDMENT DEPTH. ANCHORS NEED TO BE DETERMINED FOR BASE TO WALL CONNECTION AND WINCH TO WALL CONNECTION SEPARATELY. ANCHORS ARE PROVIDED BY OTHERS.

COMMENTS ON SITE SUITABILITY, SITE PREPARATION, SIDE WALL DESIGN AND MATERIAL SUITABILITY

PLEASE NOTE THAT SITE SUITABILITY, SITE PREPARATION, SIDEWALL DESIGN AND SIDEWALL MATERIAL SUITABILITY ARE THE SOLE RESPONSIBILITY OF THE OWNER. SPAN-TECH IS A MANUFACTURER OF PRE-ENGINEERED FABRIC BUILDINGS AND IS NOT A CIVIL, SOIL, AND/OR STRUCTURAL ENGINEERING FIRM OR THE LIKE. ANY FOUNDATION RECOMMENDATION THAT SPAN-TECH GIVES THE OWNER/DEALER/CONTRACTOR/ERECTOR IS ONLY A REPRESENTATION OF WHAT MIGHT WORK AS THE FOUNDATION. THE FINAL DESIGN OF THE FOUNDATION NEEDS TO BE BASED ON A SITE SPECIFIC SOIL CAPACITY AND ENVIRONMENTAL CONDITIONS STUDY, AS WELL AS OTHER COLLATERAL LOAD REQUIREMENTS THAT INCREASE THE REACTIONS OF THE BUILDING AND/OR FOUNDATION. THESE LOAD REQUIREMENTS INCLUDE BUT ARE NOT LIMITED TO CONVEYORS, BULK STORAGE OF MATERIALS, SPRINKLER SYSTEMS AND THE LIKE. IF THE OWNER DOES NOT HAVE KNOWLEDGE OF THESE REQUIREMENTS, A PROFESSIONAL ENGINEER NEEDS TO BE CONSULTED. FAILURE TO DO SO CAN RESULT IN MORE MOVEMENT OF THE BUILDING, POSSIBLE FAILURE OF THE BUILDING AND/OR WILL REDUCE OR VOID THE WARRANTY COVERAGE OF THE BUILDING.

COMMENT ON PRE-CAST CONCRETE BLOCKS (JERSEY BARRIERS, K-RAILS, TRAFFIC DIVIDERS, LOCK BLOCKS, SILAGE PANELS AND THE LIKE)

MOST PRE-CAST CONCRETE BLOCKS WERE DESIGNED FOR ROAD CONSTRUCTION, BULK STORAGE CONTAINMENT AND OTHER USES. MOST WERE NEVER DESIGNED FOR USE AS A STRUCTURAL FOUNDATION. OFTEN LITTLE IS KNOWN ABOUT THE COMPRESSIVE STRENGTH OF THE CONCRETE AND/OR THE AMOUNT AND TYPE OF REBAR EMBEDDED IN THEM. EXTRA PRECAUTION SHOULD BE USED BY THE FOUNDATION ENGINEER AND OWNER TO ENSURE THAT:

1. THE CONCRETE BLOCKS ARE PROPERLY SECURED TO HANDLE BOTH THE BUILDING AND COLLATERAL LOADS.

2. THE CONCRETE BLOCKS WILL BE INSTALLED IN A WAY TO PREVENT BLOW OUT OF THE BUILDING'S ANCHOR BOLTS THROUGH THE CONCRETE WHEN THE BUILDING IS UNDER A LOAD.

PROCEDURE FOR CHECKING TIGHTNESS OF MAIN FABRIC CANVAS

THE TIGHTNESS OF THE MAIN FABRIC CANVAS SHOULD BE CHECKED TWICE THE FIRST YEAR AND AT LEAST ONCE A YEAR THEREAFTER. PICK A MODERATELY WARM DAY WITH A GOOD STIFF BREEZE (15 TO 30 M.P.H.). THE RANGE OF TEMPERATURE FOR CHECKING THE CANVAS SHOULD BE APPROXIMATELY 60 TO 70 DEGREES F. ON A VERY WARM DAY (IN EXCESS OF 90 DEGREES F), YOU MAY SEE THE CANVAS LOOSE BUT IT WILL TIGHTEN UPON COOLING.

WITH ALL DOORS AND OTHER ENCLOSURES OPEN, WALK THROUGH THE BUILDING TO SEE IF THE CANVAS IS LIFTING OFF THE TRUSSES. IF THE CANVAS IS LIFTING OFF THE TRUSSES, TIGHTEN EACH WINCH NO MORE THAN 3 CLICKS. WAIT ABOUT A WEEK AND CHECK YOUR CANVAS AGAIN. FOLLOW THE SAME PROCEDURE UNTIL THE CANVAS NO LONGER LIFTS OFF THE TRUSSES IN THE CONDITIONS NOTED ABOVE.

PROCEDURE FOR CHECKING CABLING

CABLES SHOULD BE TAUT AT ALL TIMES. TIGHTEN CABLES AT TURNBUCKLES. IF THE TURNBUCKLES HAVE NO MORE THREADS FOR TIGHTENING, THEN THE CABLE NEEDS TO BE ADJUSTED. THIS IS DONE BY LOOSENING THE TURNBUCKLE AS FAR AS IT WILL EXTEND, LOOSENING CABLE CLAMPS, AND THEN TAKING UP CABLE SLACK. RE-TIGHTEN CABLE CLAMPS AND TIGHTEN TURNBUCKLE BACK TO TAUT.

MISCELLANEOUS INFORMATION

ALL EXISTING CONDITIONS SHALL BE VERIFIED.

OWNER, DEALER, CONTRACTOR AND/OR ERECTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO START OF CONSTRUCTION.

DETAILS DESIGNATED AS "TYPICAL DETAILS" (TYP.) APPLY GENERALLY TO THE DRAWINGS IN ALL AREAS WHERE CONDITIONS ARE SIMILAR.

ALL DRAWINGS ARE NOT TO SCALE, UNLESS OTHERWISE NOTED.

SPAN-TECH FABRIC BUILDINGS DO NOT COMPLY WITH LIFE SAFETY REQUIREMENTS AND ARE NOT TO BE USED FOR PUBLIC ASSEMBLY.

SPAN-TECH FABRIC BUILDINGS ARE CLASSIFIED AS A MEMBRANE-COVERED FRAME STRUCTURE IN THE SPECIAL CONSTRUCTION SECTION OF IBC 2012.

THESE PLANS AND CANVAS DIMENSION TAGS LOCATED ON THE CANVAS EXTERIOR COVER SHOULD BE GIVEN TO THE OWNER UPON COMPLETION OF THE BUILDING. THEY SHOULD BE RETAINED FOR FUTURE REPLACEMENT PARTS ORDERING.

BEFORE ERECTION BEGINS VERIFY THAT ALL COMPONENTS HAVE BEEN DELIVERED BY CHECKING PICK LIST SHIPPED WITH HARDWARE WITH THE COMPONENTS ON THE GROUND.

ANNOTATION IS AS FOLLOWS:

EX. 1/B1.1

DETAIL NUMBER ON SHEET

SHEET NUMBER

WARNING: CAREFULLY READ ALL INSTRUCTIONS BEFORE BEGINNING ERECTION. FAILURE TO DO SO CAN RESULT IN INJURY OR DAMAGE TO BUILDING AND WILL VOID ALL WARRANTIES.

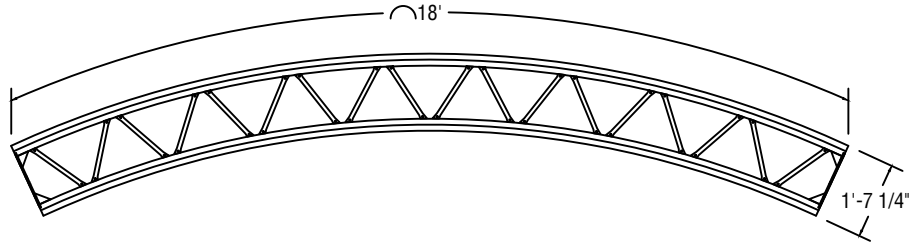
|                                                                                                                                                                                                                                                                                                 |                                            |           |                                                                                                                                                                           |                                           |                   |    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|-------------------|----|
| <div><div><div><div><div><div></div><div>Span-Tech</div></div><div>Fabric Building Systems</div></div></div><div><div>P.O. Box 2000</div><div>Houghton, IA 52631 USA</div><div>Phone: 319-469-4141</div><div>Fax: 319-469-4402</div><div>Web: www.spantechbuildings.com</div></div></div></div> | <div>ISSGI-ANSIB</div> <div>REV. 1.0</div> | DEALER:   | This drawing is the property of Hawkeye Steel Products, Inc. Any reproduction of this drawing without the consent of Hawkeye Steel Products, Inc. is strictly prohibited. |                                           |                   | 1. |
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|                                                                                                                                                                                                                                                                                                 |                                            |           | PROJECT NUMBER:                                                                                                                                                           | SHEET NUMBER:<br>B1.2 GENERAL INFORMATION |                   | 3. |

Attachment: PW Materials (2338 : 17-010 Public Works Auxiliary Salt Storage Building)

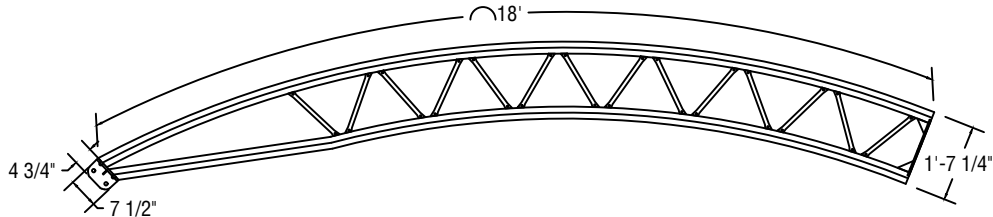
Packet Pg. 821



N.T.S.



|   |                                 |                                    |
|---|---------------------------------|------------------------------------|
| 1 | S40HCC DESIGN                   | 40 COMMON CENTER TRUSS SECTION-HDG |
|   | S40HOC DESIGN                   | 40 OFFSET CENTER TRUSS SECTION-HDG |
|   | REVIEW B1.5 FOR O.D. AND GAUGES |                                    |



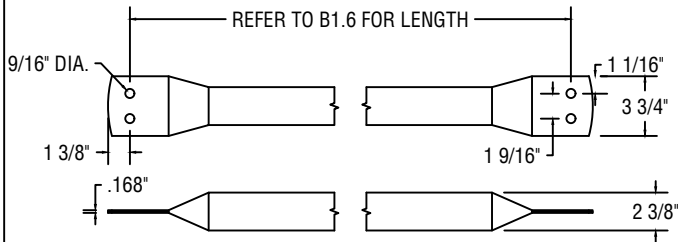
|   |                                 |                                  |
|---|---------------------------------|----------------------------------|
| 2 | S40HCS DESIGN                   | 40 COMMON SIDE TRUSS SECTION-HDG |
|   | S40HLS DESIGN                   | 40 LEFT SIDE TRUSS SECTION-HDG   |
|   | S40HRS DESIGN                   | 40 RIGHT SIDE TRUSS SECTION-HDG  |
|   | REVIEW B1.5 FOR O.D. AND GAUGES |                                  |

|   |                |                                      |
|---|----------------|--------------------------------------|
| 3 | SUB0400 SERIES | MAIN COVER                           |
|   |                | REVIEW SPECS ON B1.1 FOR PERFORMANCE |

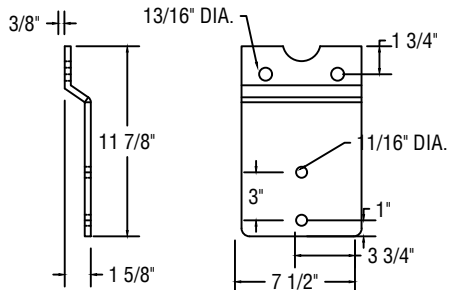
| GENERAL HARDWARE |              |                                                   |
|------------------|--------------|---------------------------------------------------|
| 10               | FST-500-2500 | 1/2-13 X 2-1/2" HX BLT, YZN-GR8                   |
| 11               | OF551        | 1/2-13 X 1-3/4" HX BLT, YZN-GR8<br>SAE J429       |
| 12               | OF550        | 1/2-13 NY NUT, YZN-GR8<br>SAE J429                |
| 13               | FST-750-2500 | 3/4-10 X 2-1/2" HX BLT, YZN-GR8<br>SAE J429       |
| 14               | OF575        | 3/4-10 NY NUT, YZN-GR8<br>SAE J429                |
| 15               | AR1610       | 3/8" GALV. CABLE (7X19)                           |
| 16               | OF546        | 1/2-13 X 9" JAW/EYE TNBKLE, HDG                   |
| 17               | OF547        | 3/8" CROSBY FORGED CABLE CLAMP                    |
| 18               | SUB0840      | CABLE TIE PLATE<br>MATERIAL: 1/4" HDG             |
| 19               | OF616        | SHACKLE W/SCREW PIN, 3/8" DIA<br>4000# WORK LIMIT |
| 20               | OF617        | 3/8" DIA. THIMBLE                                 |
| 21               | OF548        | 1/2-13 RH HX NUT, ZN                              |
| 22               | OF549        | 1/2"-13 LH HX NUT, ZN                             |

| COVER HARDWARE |               |                                                                    |
|----------------|---------------|--------------------------------------------------------------------|
| 23             | 152600-9351   | 5 TON LASHING WINCH                                                |
| 24             | SUB0801       | 2" POLYESTER WEBBING, UVP                                          |
| 25             | SUB0802       | 1" POLYESTER WEBBING, UVP                                          |
| 26             | DTSTS         | DUCT TAPE                                                          |
| 27             | OF499         | #14-3/4 SELF TAPPING SCREW                                         |
| 28             | SUB0345       | 2.375" GALV. TUBE, 12 GA., 288"<br>PFG - GATORSHIELD OR EQUIVALENT |
| 29             | SUB0811       | 2.375" SWAGE CONNECTOR<br>PFG - GATORSHIELD OR EQUIVALENT          |
| 30             | 49-75-B       | .750 GALV. TUBE, 18 GA., 300"<br>PFG - GATORSHIELD OR EQUIVALENT   |
| 31             | --            |                                                                    |
| 32             | FST-VC-725-16 | 3/4" VINYL CAPLUG                                                  |

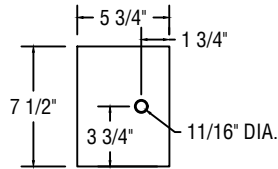
| KEDER HARDWARE |               |                                  |
|----------------|---------------|----------------------------------|
| 33             | SUB0460       | TENSIONING BRACKET               |
| 34             | SUB0463       | 3.000" KEDER/TENSION CHANNEL     |
| 35             | SUB0473       | 3.000" KEDER CHANNEL             |
| 36             | OF615         | #12 X 1-1/4" SELF DRILLING SCREW |
| 37             | FST-375-4500  | 3/8-16 X 4 1/2" HX BOLT, ZN-GR8  |
| 38             | OF458         | 3/8-16 NY NUT, ZN-GR8            |
| 39             | SUB0459       | 1" GALV. TUBE, 14 GA., PUNCHED   |
| 40             | FST-VC-985-16 | 1" VINYL CAPLUG                  |
| 41             | SUB0479       | WINCH ASSIST CABLE PLATE         |



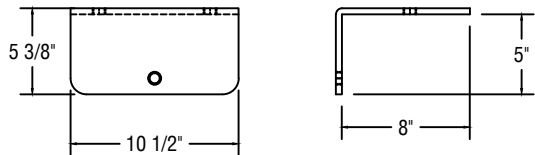
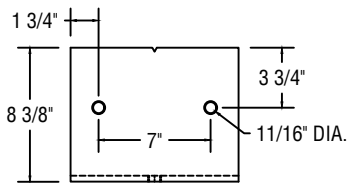
|   |                |                                                         |
|---|----------------|---------------------------------------------------------|
| 4 | SUB1750 SERIES | 2.375" DH PURLIN, 14 GA.<br>PFG - GATORSHIELD OR EQUIV. |
|---|----------------|---------------------------------------------------------|



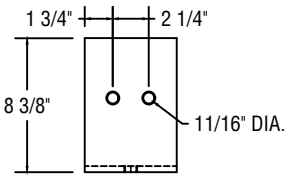
|   |           |                                                    |
|---|-----------|----------------------------------------------------|
| 5 | SUB0948.2 | 7.5" END PLATE, 3.000" CHORD<br>MATERIAL: 3/8" HDG |
|---|-----------|----------------------------------------------------|



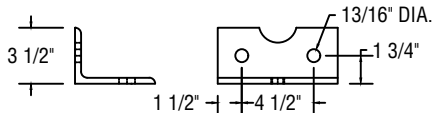
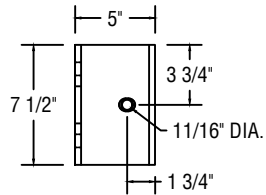
|   |           |                                               |
|---|-----------|-----------------------------------------------|
| 6 | SUB0937.7 | 7.5" RISER PLATE - WRAP<br>MATERIAL: 3/8" HDG |
|---|-----------|-----------------------------------------------|



|   |         |                                            |
|---|---------|--------------------------------------------|
| 7 | SUB0936 | 8" CENTER KICK PLATE<br>MATERIAL: 3/8" HDG |
|---|---------|--------------------------------------------|



|   |         |                                            |
|---|---------|--------------------------------------------|
| 8 | SUB0937 | 8" OFFSET KICK PLATE<br>MATERIAL: 3/8" HDG |
|---|---------|--------------------------------------------|

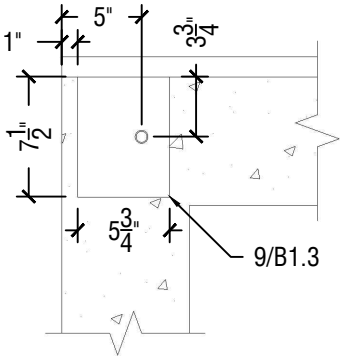


|   |         |                                                       |
|---|---------|-------------------------------------------------------|
| 9 | SUB0931 | 7-1/2" X 5" STANDARD BASE ANGLE<br>MATERIAL: 3/8" HDG |
|---|---------|-------------------------------------------------------|

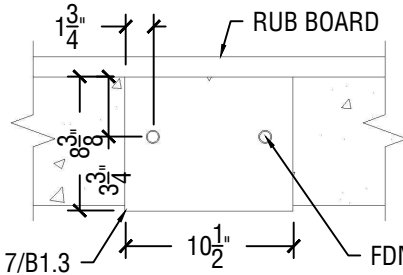
| HIGH TENSION POCKET MOUNT HARDWARE (OPTIONAL) |         |                                   |
|-----------------------------------------------|---------|-----------------------------------|
| 42                                            | OF597   | 1/2-13 U-BOLT (3 X 4-1/2 X 1-5/8) |
| 43                                            | SUB0485 | H/T BRACKET FOR SUB0931           |
| 44                                            | SUB0492 | 2.375"-3.000" H/T TUBE BRACKET    |
| 45                                            | SUB0494 | END/JOIN TUBE BRACKET             |
| 46                                            | SUB0496 | 3.000" END/JOIN TUBE L-BRACKET    |
| 47                                            | SUB0488 | GROUND MOUNT CHUCK BRACKET        |

TRUSS BEARING NOTES

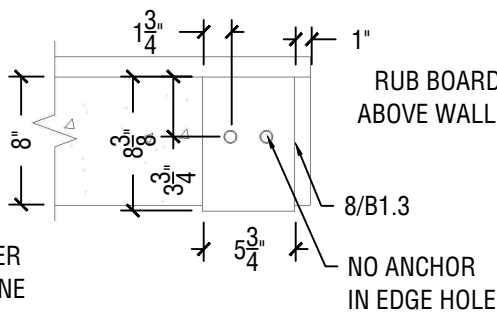
- A. FOLLOW ALL INSTRUCTIONS SET BY THE FOUNDATION ENGINEER.
- B. FOUNDATION DESIGN AND BUILDING TO FOUNDATION CONNECTION TO BE DONE BY FOUNDATION ENGINEER.
- C. SPAN-TECH HAS NO KNOWLEDGE OF THE FOUNDATION DESIGN.
- D. TOLERANCES GREATER THAN 1" ON THE DIAGONAL MEASUREMENT OF THE FOUNDATION WILL CAUSE ERECTION ISSUES AND POTENTIALLY CAUSE DAMAGE TO TRUSSES.
- E. OUTSIDE OF OFFSET TRUSS TO CENTER OF CENTER TRUSS (O-C TRUSS) = O/C DISTANCE + 1-1/2"
- F. CENTER OF CENTER TRUSS TO CENTER OF CENTER TRUSS (C-C TRUSS) = O/C DISTANCE
- G. MOUNTING PLATES AND HARDWARE DESIGNED FOR 8' WIDE WALL.
- H. 2" X 6" DECKING BOARD (RUB BOARD) TO BE ATTACHED TO PERIMETER OF BUILDING WHERE COVER IS WRAPPING AROUND TO FOUNDATION (PROVIDED BY OTHERS). INSTALL RUB BOARD 1-1/2" ABOVE WALL LEVEL.



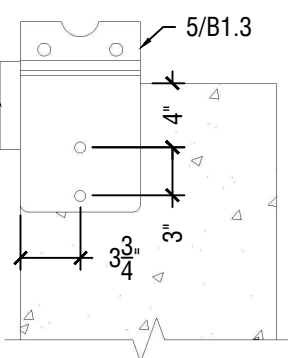
A1 OFFSET ANCHORING - WRAP  
DETAIL  
PLN VIEW  
1" = 1'-0"



A2 CENTER ANCHORING  
DETAIL  
PLN VIEW  
1" = 1'-0"

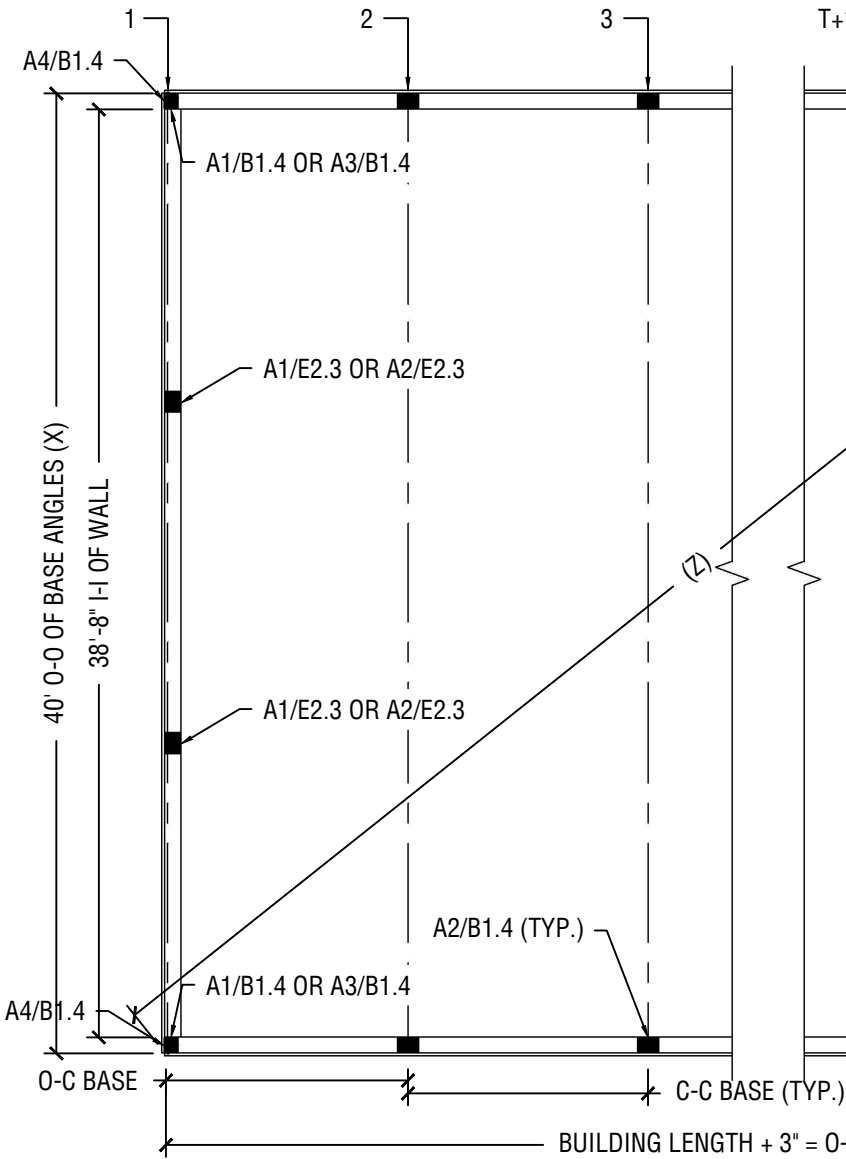


A3 OFFSET ANCHORING - NO WRAP  
DETAIL  
PLN VIEW  
1" = 1'-0"



A4 END PLATE ANCHOR  
DETAIL  
ELEV VIEW  
1" = 1'-0"

END WALL 1 - UPRIGHT COLUMN  
LOCATION SHOWN ON E2.2



A1/B1.4 OR A3/B1.4

A1/E2.3 OR A2/E2.3

A1/E2.3 OR A2/E2.3

A2/B1.4 (TYP.)

A1/B1.4 OR A3/B1.4

A1/E2.3 OR A2/E2.3

A1/E2.3 OR A2/E2.3

A1/B1.4 OR A3/B1.4

A4/B1.4

PLN VIEW  
1/8" = 1'-0"



P.O. Box 2000  
Houghton, IA 52631 USA  
Phone: 319-469-4141  
Fax: 319-469-4402  
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REV. 1.3

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CUSTOMER:

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DRAWN BY:

C.L.S.

PROJECT NUMBER:

CHECKED BY:

J.R.B.W.

SHEET NUMBER:

B1.4 TRUSS BEARING - ASSY & PLAN

DATE:

3/28/2016

1.

2.

3.

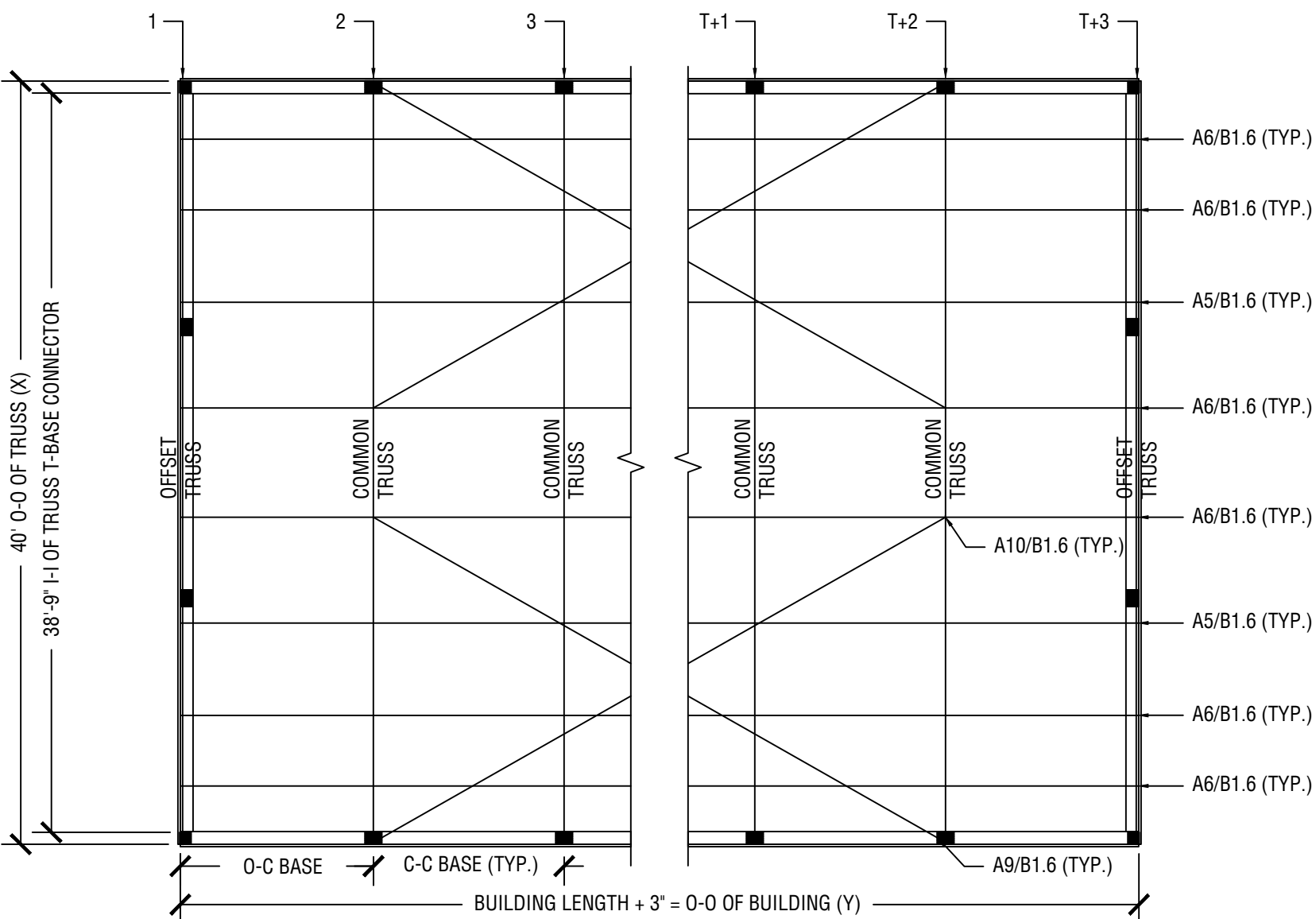
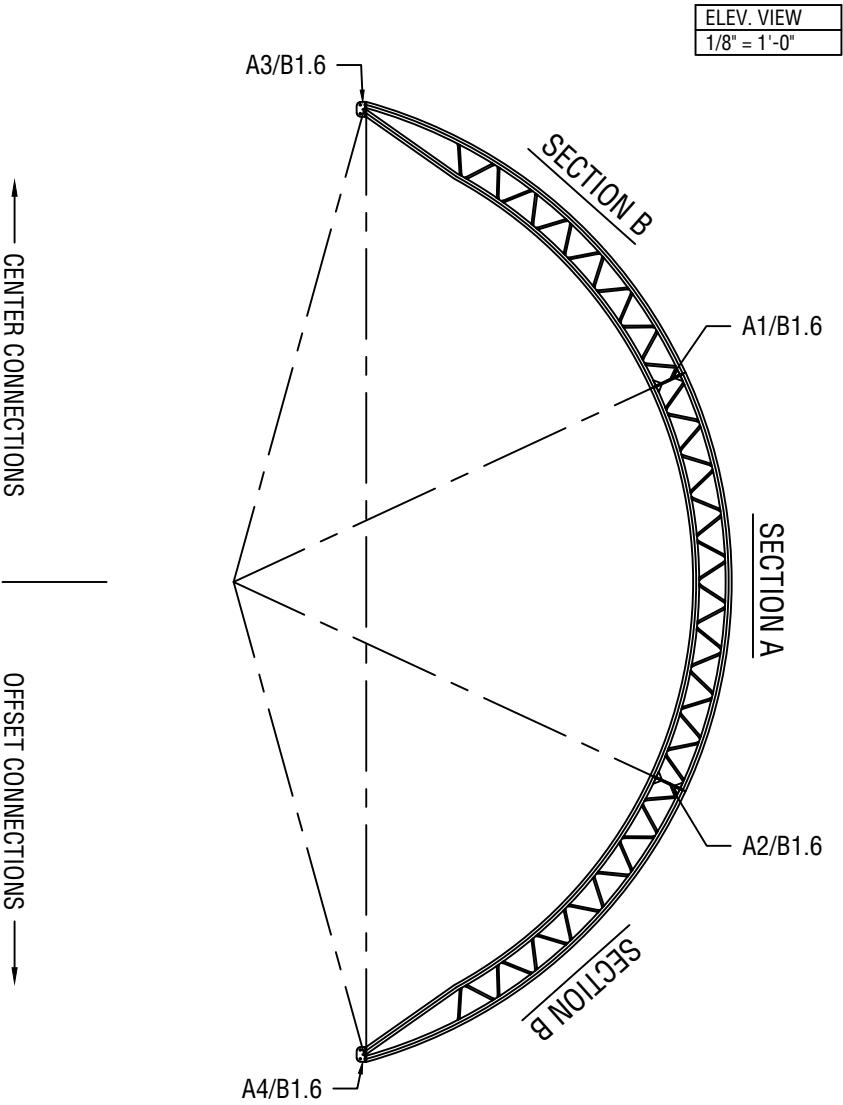


| TRUSS CHARACTERISTICS    |      |            |        |
|--------------------------|------|------------|--------|
| ARCH CHARACTERISTICS     |      | STD.       | METRIC |
| WIDTH AT BASE            |      |            |        |
| OUTSIDE TO OUTSIDE       |      | 40'-0"     | 12.19  |
| INSIDE TO INSIDE         |      | 39'-9"     | 12.12  |
| HEIGHT AT CENTER         |      |            |        |
| OUTER HEIGHT             |      | 20'-9"     | 6.32   |
| INNER HEIGHT             |      | 19'-1 3/4" | 5.84   |
| CHORD DEPTH - OUT TO OUT |      |            |        |
| @ FULL                   |      | 1'-7 1/4"  | 0.49   |
| @ BASE                   |      | 0'-7 1/2"  | 0.19   |
| CIRC. ALONG TOP CHORD    |      | 54'-0"     | 16.46  |
| SECTION CHARACTERISTICS  | QTY. | STD.       | METRIC |
| NUMBER OF SECTIONS/ARCH  | 3    | --         | --     |
| SECTION LENGTH ALONG TOP |      |            |        |
|                          | 2    | 18'-0"     | 5.49   |
|                          | 1    | 18'-0"     | 5.49   |
| SECTION HEIGHT           |      |            |        |
| 18'-0"                   | 2    | 2'-10 5/8" | 0.88   |
| 18'-0"                   | 1    | 3'-4 1/2"  | 1.03   |

| TRUSS CHARACTERISTICS - CONT'D |  |      |        |
|--------------------------------|--|------|--------|
| WEIGHTS                        |  | STD. | METRIC |
| TRUSSES (EACH)                 |  |      |        |
| PURLINS (PER BAY)              |  |      |        |
| MISC. (PER FT. OF BLD.)        |  |      |        |

| CHORD DIAMETERS AND GAUGES |                   |      |       |
|----------------------------|-------------------|------|-------|
| SECTION                    | CHORD             | O.D. | GAUGE |
| A                          | OUTSIDE           | --   | --    |
|                            | INSIDE            | --   | --    |
| B                          | OUTSIDE           | --   | --    |
|                            | INSIDE            | --   | --    |
| WEBS                       | TYP. UNLESS NOTED | --   | --    |

- PLEASE REFER TO SHEET B1.1 FOR TUBE GRADE AND NOMINAL GAUGE EQUIVALENT. THE STRUCTURAL DESIGN IS SOLELY BASE OFF THE DESIGN CRITERIA MADE ON SHEET B1.1. PLEASE REVIEW ALL DESIGN CRITERIA TO ENSURE THAT THE BUILDING USED MEETS THE REQUIREMENTS OF THE END USER.
- ASSEMBLY AND ERECTION NOTES
- A. REVIEW ALL CONNECTIONS ON SHEET B1.6 BEFORE ERECTION.
  - B. DUE TO THE HOT DIP GALVANIZATION PROCESS ROUGH SPOTS CAN APPEAR ON THE TOP CHORD OF THE TRUSS. RUN A HAND ALONG THE TOP PART OF THE TRUSS TO LOCATE THESE SPOTS. GRIND ANY THAT ARE FOUND. GRIND TILL SMOOTH OR UNTIL THE AREA SPARKS.
  - C. TRUSS SHOULD BE LIFTED ON HINGE, IN TWO SECTIONS.
  - D. COMPLETE ALL CONNECTIONS BEFORE MOVING TO NEXT TRUSS.
  - E. AT CONNECTIONS A1/B1.6 AND A2/B1.6, USE 12/13/B1.2 DTSTS - DUCT TAPE AT THE TOP OF EACH CONNECTION. MINIMUM OF 3 PLY'S.
  - F. ALL CONNECTIONS SHOULD BE BELOW THE TOP OF THE RAFTER TO ENSURE SMOOTH INSTALLATION OF CANVAS.
  - G. THE END BAYS ARE THE ONLY BAYS THAT ARE NOT CABLED. CABLE UP TO 60' ALONG THE LENGTH OF THE BUILDING. CABLE IS RAN BETWEEN TRUSS CHORDS.
  - H. UNLESS STRUCTURAL DESIGN TABLE IS FILLED OUT COMPLETELY WITH GAUGES LISTED, BRIDGING DETAIL BELOW IS ONLY A REPRESENTATION OF ONE LOAD. ADDITIONAL CONNECTION POINTS MAY EXIST FOR DIFFERENT BUILDING LOADS. ALL PURLINS SHOULD BE USED, NO ADDITIONAL PURLINS ARE PROVIDED.



P.O. Box 2000  
Houghton, IA 52631 USA  
Phone: 319-469-4141  
Fax: 319-469-4402  
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C.L.S.

PROJECT NUMBER:

CHECKED BY:

J.R.B.W.

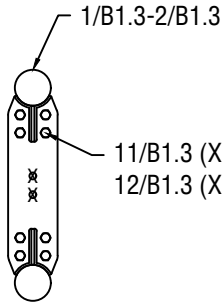
SHEET NUMBER:

B1.5 TRUSS BRIDGING - ELEV. & PLAN VIEW

1.

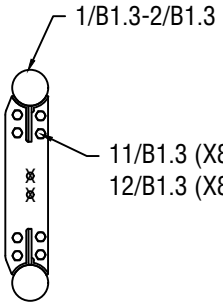
2.

3.



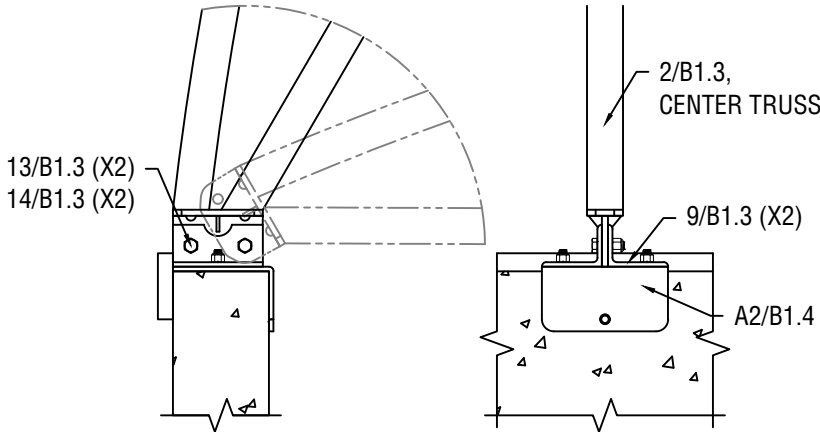
X = LEAVE OPEN

|    |                          |            |
|----|--------------------------|------------|
| A1 | CENTER SPLICE CONNECTION | ELEV VIEW  |
|    | DETAIL                   | 1" = 1'-0" |

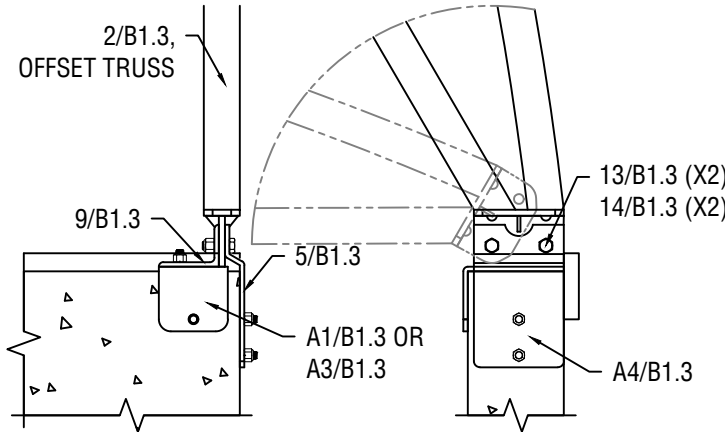


X = LEAVE OPEN

|    |                          |              |
|----|--------------------------|--------------|
| A2 | OFFSET SPLICE CONNECTION | ELEV VIEW    |
|    | DETAIL                   | 3/4" = 1'-0" |

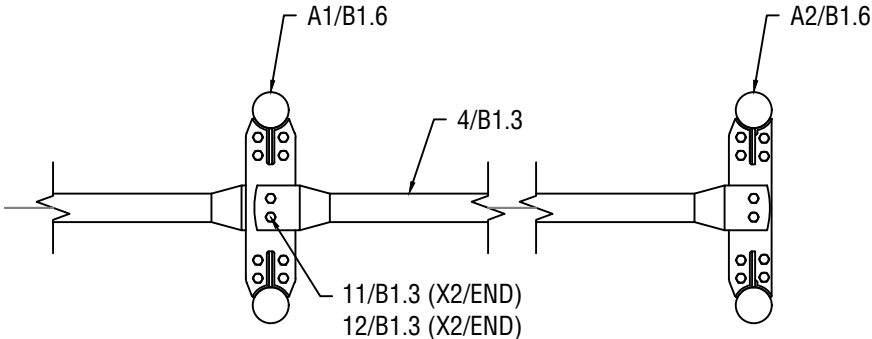


|    |                        |              |
|----|------------------------|--------------|
| A3 | CENTER BASE CONNECTION | ELEV VIEW    |
|    | DETAIL                 | 3/4" = 1'-0" |



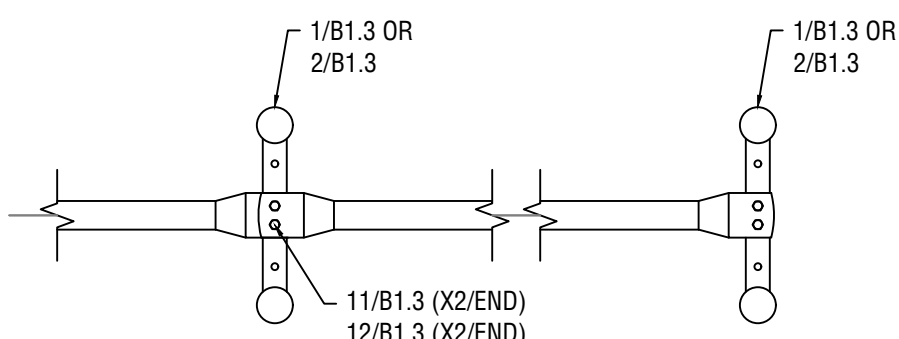
|    |                        |              |
|----|------------------------|--------------|
| A4 | OFFSET BASE CONNECTION | ELEV VIEW    |
|    | DETAIL                 | 3/4" = 1'-0" |

| TRUSS O/C | PART NUMBER | CENTER TO CENTER (L) |
|-----------|-------------|----------------------|
| 6'-0"     | SUB1748     | 6'-0"                |
| 7'-0"     | SUB1759     | 7'-0"                |
| 8'-0"     | SUB1750     | 8'-0"                |
| 9'-0"     | SUB1751     | 9'-0"                |
| 10'-0"    | SUB1752     | 10'-0"               |
| 11'-0"    | SUB1753     | 11'-0"               |
| 12'-0"    | SUB1754     | 12'-0"               |
| 13'-0"    | SUB1755     | 13'-0"               |
| 14'-0"    | SUB1756     | 14'-0"               |

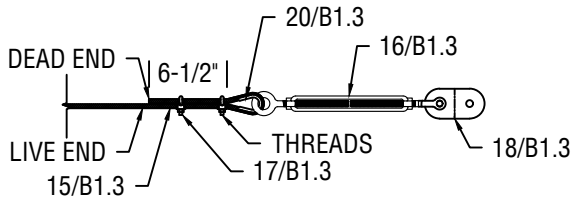


|    |                   |              |
|----|-------------------|--------------|
| A5 | PURLIN CONNECTION | ELEV VIEW    |
|    | DETAIL            | 3/4" = 1'-0" |

| TRUSS O/C | PART NUMBER | CENTER TO CENTER (L) |
|-----------|-------------|----------------------|
| 6'-0"     | SUB1748     | 6'-0"                |
| 7'-0"     | SUB1759     | 7'-0"                |
| 8'-0"     | SUB1750     | 8'-0"                |
| 9'-0"     | SUB1751     | 9'-0"                |
| 10'-0"    | SUB1752     | 10'-0"               |
| 11'-0"    | SUB1753     | 11'-0"               |
| 12'-0"    | SUB1754     | 12'-0"               |
| 13'-0"    | SUB1755     | 13'-0"               |
| 14'-0"    | SUB1756     | 14'-0"               |

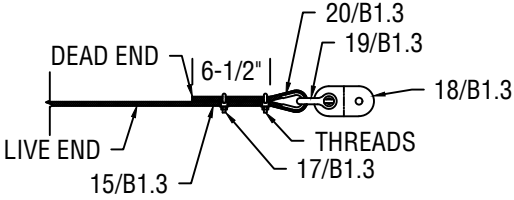


|    |                     |              |
|----|---------------------|--------------|
| A6 | STRINGER CONNECTION | ELEV VIEW    |
|    | DETAIL              | 3/4" = 1'-0" |



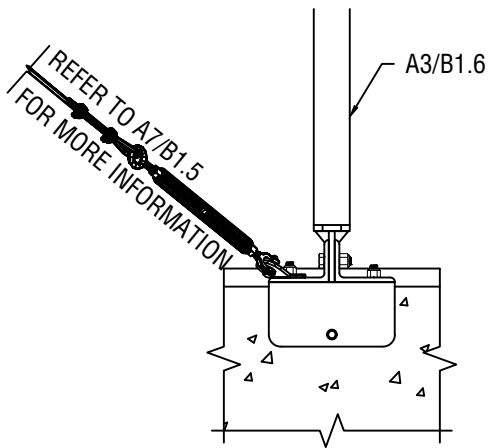
TIGHTEN CLAMPS TO 45 FT-LBS

|    |                     |              |
|----|---------------------|--------------|
| A7 | BASE CABLE ASSEMBLY | PLN VIEW     |
|    | DETAIL              | 3/4" = 1'-0" |

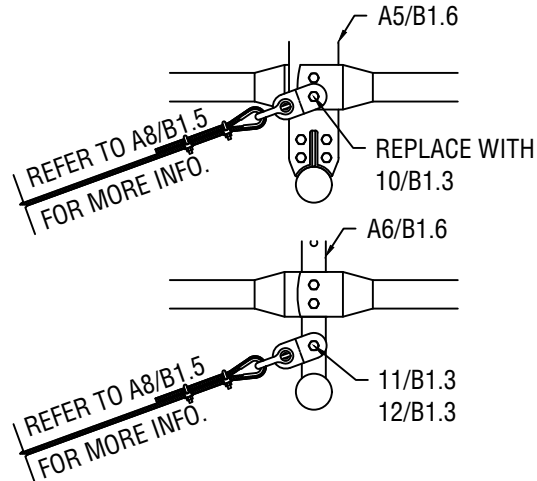


TIGHTEN CLAMPS TO 45 FT-LBS

|    |                      |              |
|----|----------------------|--------------|
| A8 | TRUSS CABLE ASSEMBLY | PLN VIEW     |
|    | DETAIL               | 3/4" = 1'-0" |



|    |                       |              |
|----|-----------------------|--------------|
| A9 | BASE CABLE CONNECTION | ELEV VIEW    |
|    | DETAIL                | 3/4" = 1'-0" |



|     |                      |              |
|-----|----------------------|--------------|
| A10 | TRUSS CABLE ASSEMBLY | ELEV VIEW    |
|     | DETAIL               | 3/4" = 1'-0" |

NOTE: TRUSS CABLE CONNECTION SHOULD BE MADE TO THE CLOSEST CONNECTION TO THE TOP DEAD CENTER OF TRUSS ARCH. EITHER TO A PURLIN TAB OR CONNECTOR PLATE.



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Houghton, IA 52631 USA  
Phone: 319-469-4141  
Fax: 319-469-4402  
Web: www.spantechbuildings.com

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J.R.B.W.

PROJECT NUMBER:

CHECKED BY:

SHEET NUMBER:

B1.6 TRUSS ASSEMBLIES

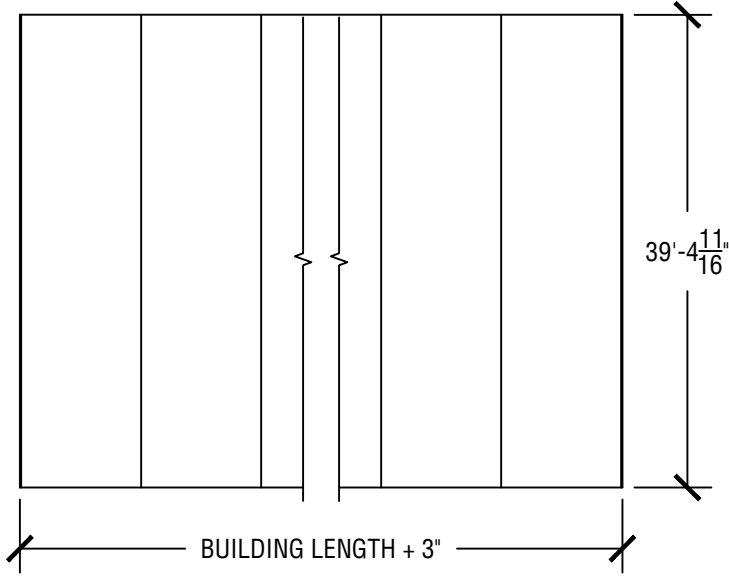
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2.

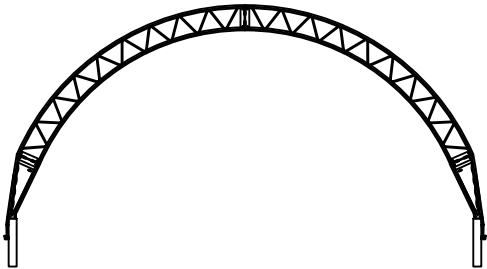
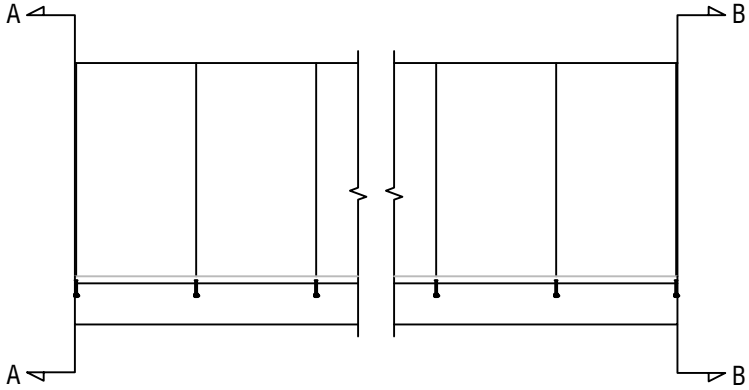
3.



|   |        |               |
|---|--------|---------------|
| 1 | PLAN   | PLN VIEW      |
|   | DETAIL | 1/16" = 1'-0" |

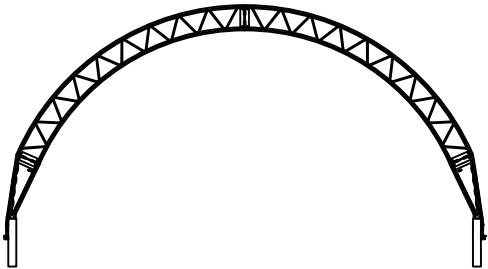


|   |                |               |
|---|----------------|---------------|
| 2 | SIDE ELEVATION | ELEV VIEW     |
|   | DETAIL         | 1/16" = 1'-0" |



|     |                       |               |
|-----|-----------------------|---------------|
| A-A | END ELEVATION - FRONT | ELEV VIEW     |
|     | DETAIL                | 1/16" = 1'-0" |

REVIEW SHEETS E2 FOR END LAYOUT AND ASSEMBLIES



|     |                      |               |
|-----|----------------------|---------------|
| B-B | END ELEVATION - REAR | ELEV VIEW     |
|     | DETAIL               | 1/16" = 1'-0" |

REVIEW SHEETS E2 FOR END LAYOUT AND ASSEMBLIES



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Phone: 319-469-4141  
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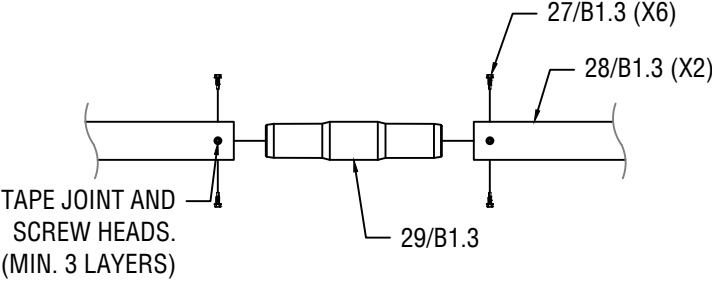
DEALER:

CUSTOMER:

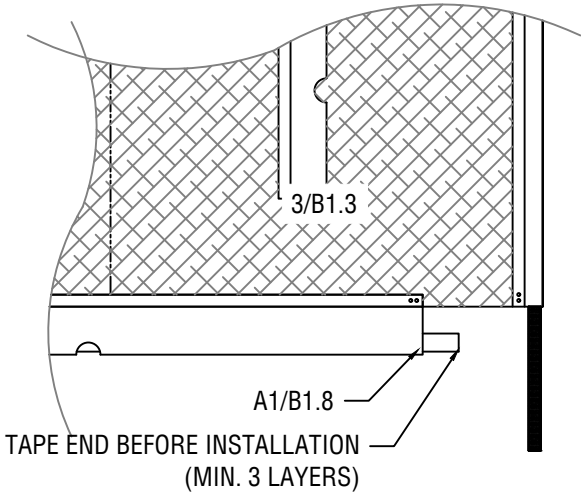
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|                     |                                       |                   |
|---------------------|---------------------------------------|-------------------|
| DRAWN BY:<br>C.L.S. | CHECKED BY:<br>J.R.B.W.               | DATE:<br>3/9/2015 |
| PROJECT NUMBER:     | SHEET NUMBER:<br>B1.7 BUILDING LAYOUT |                   |

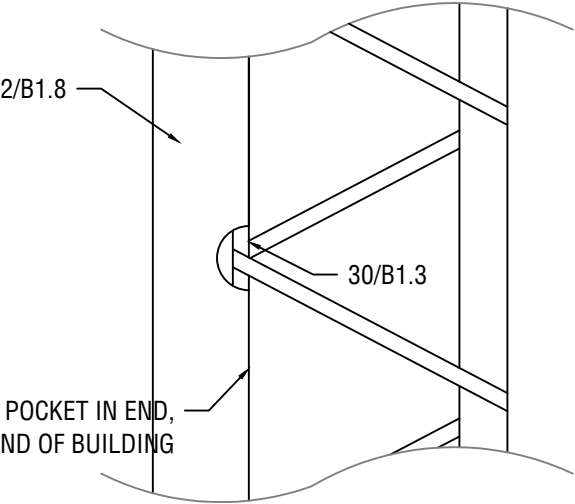
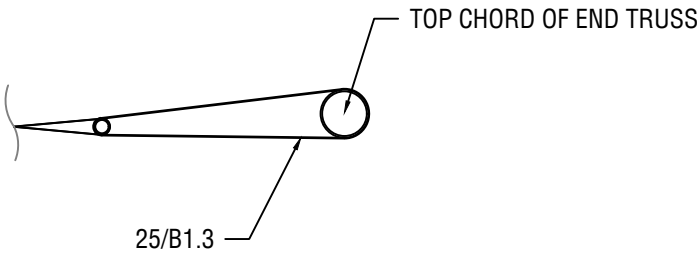
|    |
|----|
| 1. |
| 2. |
| 3. |



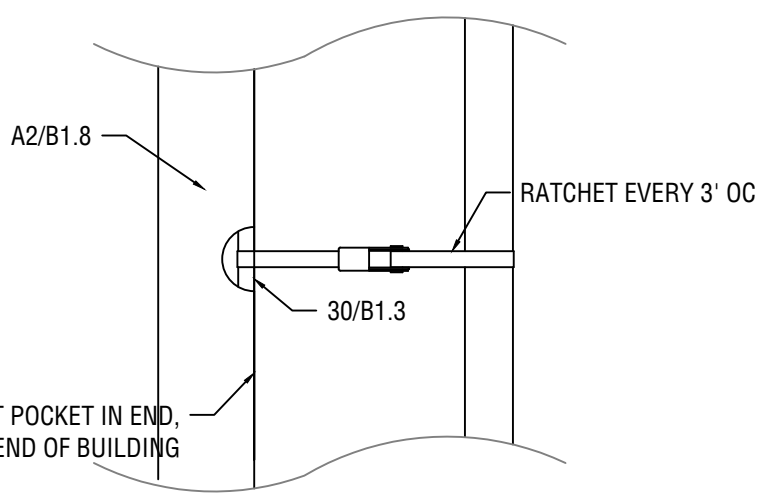
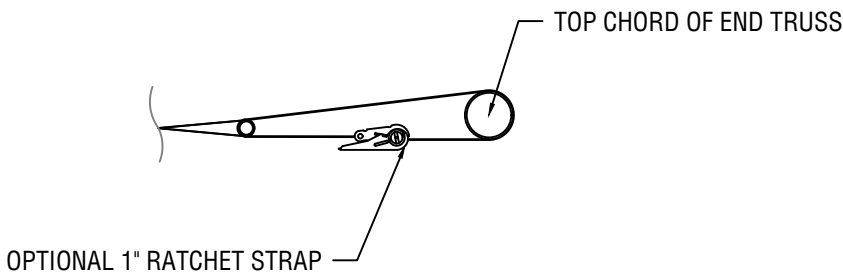
|    |                               |          |
|----|-------------------------------|----------|
| A1 | MAIN TIE DOWN TUBE CONNECTION | PLN VIEW |
|    | DETAIL                        | N.T.S.   |



|    |                                   |          |
|----|-----------------------------------|----------|
| A2 | MAIN TIE DOWN TO COVER CONNECTION | PLN VIEW |
|    | DETAIL                            | N.T.S.   |



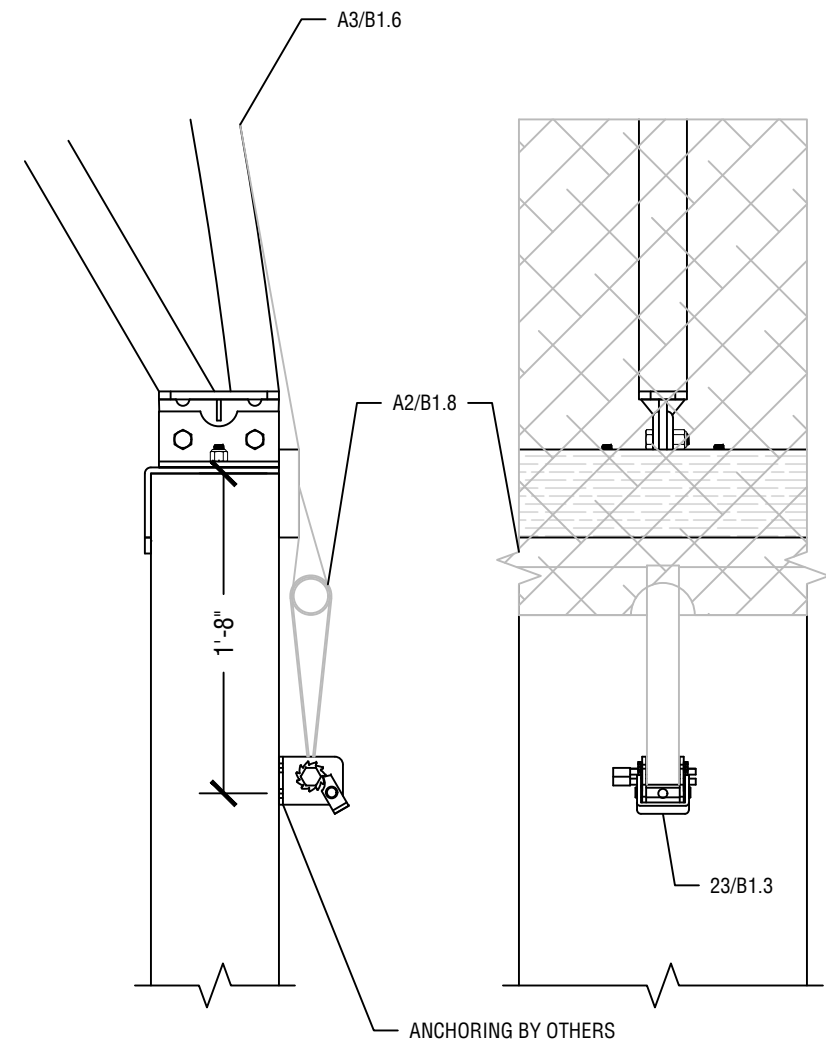
|    |                            |               |
|----|----------------------------|---------------|
| A3 | WEBBING LATERAL TIGHTENING | PLN/ELEV VIEW |
|    | DETAIL                     | N.T.S.        |



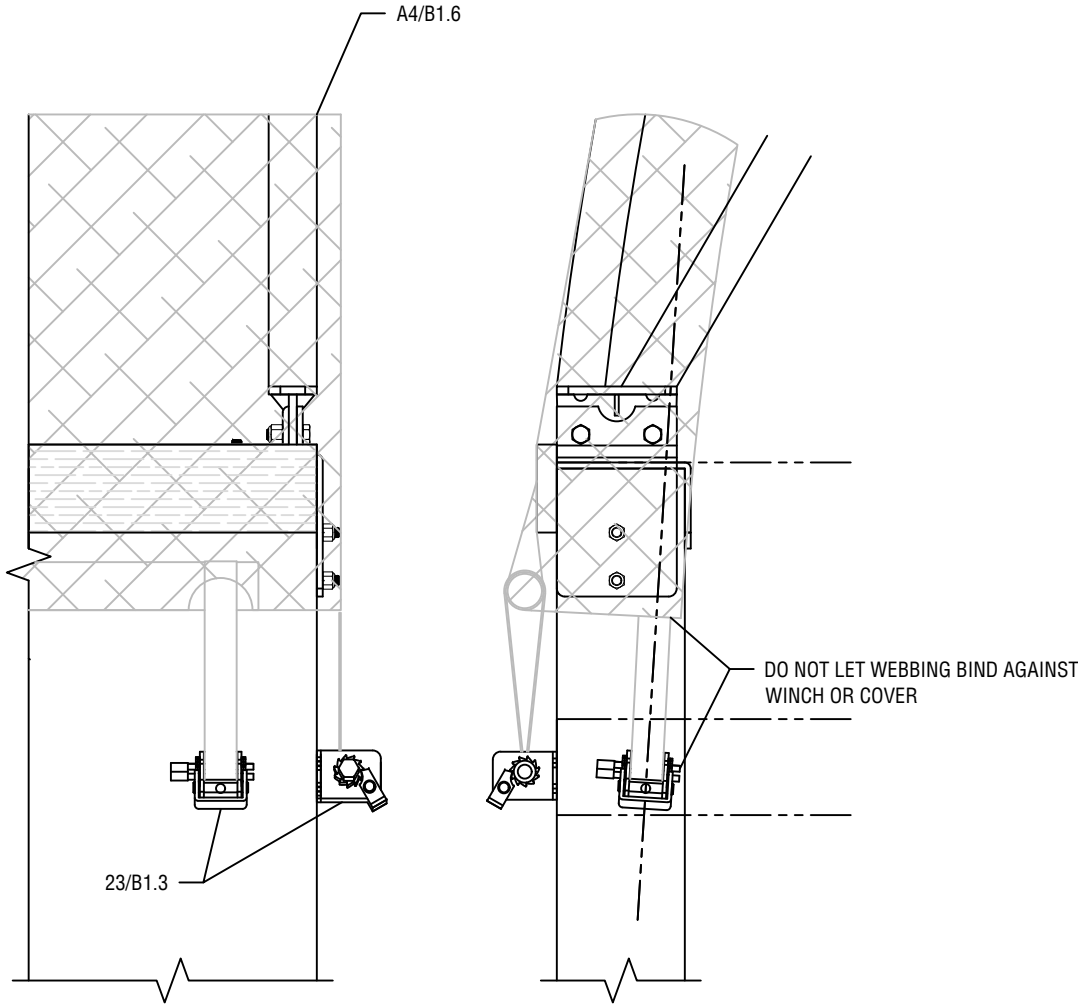
|    |                            |               |
|----|----------------------------|---------------|
| A4 | RATCHET LATERAL TIGHTENING | PLN/ELEV VIEW |
|    | DETAIL (OPTIONAL)          | N.T.S.        |



- COVER INSTALLATION NOTES:
- A. 3/B1.3 - COVER TIE DOWN POCKET IS NOTCHED TO MATCH WINCH LOCATIONS.
  - B. WHEN PULLING COVER, ROPE SHOULD BE AT EVERY 16'-28' OF THE LENGTH OF THE TUBE ASSEMBLY IN THE COVER. THROW OVER BUILDING AND USE TO PULL COVER OVER BUILDING.
  - C. COVER SHOULD BE ROLLED OUT THE LENGTH OF THE BUILDING. BEFORE ROLLING OUT THE COVER ENTIRELY, ENSURE THAT THE LATERAL TIGHTENING POCKETS WILL BE FACING DOWN WHEN PULLING OVER THE BUILDING.
  - D. DO NOT INSTALL COVER DURING A DAY IN WHICH GUST ARE ABOVE 10 MPH.
  - E. INSTALLING THE COVER INTO THE WIND WILL HELP PULLING THE COVER.
  - F. COVER IS VULNERABLE TO WIND UNTIL ALL CONNECTIONS HAVE BEEN TIGHTENED.
  - G. DO NOT INSTALL COVER IF ICE HAS FORMED ON THE TOP OF THE TRUSSES.
  - H. COVER SHOULD BE INSTALLED BY HAND IF AT ALL POSSIBLE.
  - I. AT CONNECTIONS A1/B1.9 AND A2/B1.9 STANDARD TIGHTEN SHOULD BE DONE TO 50-60 FT./LBS.
  - J. AT CONNECTION A2/B1.9 WINCHES SHOULD BE INSTALLED AT THE TIME OF COVER INSTALLATION. USE HARDWARE FROM CONNECTION A3/B1.3.
  - K. WHEN PULLING COVER, IT IS BEST TO HAVE PEOPLE EVERY 40' IN THE TOP CENTER OF THE BUILDING PUSHING UP ON THE COVER TO HELP FACILITATE PULLING THE COVER.



|    |                 |           |
|----|-----------------|-----------|
| A1 | CENTER TIE DOWN | ELEV VIEW |
|    | DETAIL          | N.T.S.    |



|    |              |           |
|----|--------------|-----------|
| A2 | END TIE DOWN | ELEV VIEW |
|    | DETAIL       | N.T.S.    |



P.O. Box 2000  
Houghton, IA 52631 USA  
Phone: 319-469-4141  
Fax: 319-469-4402  
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J.R.B.W.

PROJECT NUMBER:

CHECKED BY:

C.L.S.

SHEET NUMBER:

B1.9 SIDE TIGHTENING ASSEMBLIES

DATE:  
10/8/2015

1.

2.

3.

| INDEX OF DRAWINGS |                              |
|-------------------|------------------------------|
| 1 - 9             | FLOOR PLAN                   |
| 2 - 9             | END WALL ELEVATION           |
| 3 - 9             | SIDE WALL ELEVATION          |
| 4 - 9             | SECTION                      |
| 5 - 9             | BLOCK LAYOUT LEVEL 1         |
| 6 - 9             | BLOCK LAYOUT LEVEL 2         |
| 7 - 9             | BLOCK LAYOUT LEVEL 3         |
| 8 - 9             | ELECTRICAL PLAN              |
| 9 - 9             | ELECTRICAL PANEL & SCHEDULES |

| CODE REQUIREMENTS                                                                                                                                                                                                                                                                                                                  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| BUILDING CODE - CURRENT IBC                                                                                                                                                                                                                                                                                                        |
| ELECTRICAL CODE - CURRENT N.E.C.                                                                                                                                                                                                                                                                                                   |
| FABRIC STRUCTURE                                                                                                                                                                                                                                                                                                                   |
| THE SUCCESSFUL OFFEROR WILL RELOCATE THE EXISTING FABRIC STRUCTURE AT 615 VIOLA TO THE NEW SITE. NEW CONCRETE BLOCKS WILL BE CONSTRUCTED ON THE NEW SITE PER ATTACHED SPECIFICATIONS. THE OFFEROR WILL BE REQUIRED TO INSTALL ALL NEW FABRIC TOP, TWO SIDE WALLS, STRAPPING AND TWO GATHER DOORS ON THE RELOCATED METAL STRUCTURE. |

2.1 DESIGN REQUIREMENTS

- A. Fabric including fabric doors.
1. Novashield RU88X-6 12.5 oz. fabric or equivalent, tan in color.
  2. The building cover shall be manufactured utilizing a process, which eliminates 99% of the stretch post fabrication. In order to provide for a good finished appearance and to insure weather tightness, the membrane shall be assembled and tensioned, in a manner to minimize wrinkles in hot and cold temperatures. Each bay (frame centerline to frame centerline) shall utilize a single piece membrane with an extruded PVC core. The membrane must be attached using Keder as specified below. The PVC core will be sealed within the membrane by using a Miller Weld Master Rotary sealer designed specifically for Keder production. The Keder will be attached to the main truss cord utilizing extruded aluminum channel, which shall be fastened using galvanized/zinc-coated screws. A single (one piece) membrane over the entire structure will not be acceptable.
  3. Base Tensioning System: The membrane cladding will be provided with a mechanical tensioning sy that allows the membrane to be fully tensioned around the structure perimeter. The system will be designed such that the membrane can be tightly and neatly secured over the structural frame and suc that the system has a remaining range of adjustment.
  4. The structure supplier will provide all materials and methods necessary to fully tension and seal the membrane material around all door, ventilation and other openings as well as around the structure perimeter below the main tensioning system. This seal shall provide a neat and finished appearance and eliminate any loose membrane cladding that could otherwise be damaged by flapping or abrasion. When a membrane skirt is required, this shall be supplied and attached at the base perimeter to allow a reasonable seal against air and water intrusion.
  5. The structure membrane shall not be designed to function as a structural member such that, should any damage to or penetrations of the membrane occur, the integrity of the structural framework shall not be affected.
  6. The membrane shall be tensioned in a fashion that requires minimal on going maintenance and continuous re-tensioning.

MISSOURI DEPARTMENT  
OF TRANSPORTATION

ST. LOUIS DISTRICT - EUREKA FABRIC SALT BUILDING RELOCATION

ST. LOUIS COUNTY  
EUREKA, MISSOURI

DESIGN BY: LARRY CARVER  
DRAWN BY: LARRY CARVER  
DATE: 7-14-14

Fabric Salt Structure Relocation  
ST. LOUIS DISTRICT  
EUREKA, MISSOURI

MISSOURI DEPARTMENT  
OF TRANSPORTATION  
DIVISION OF GENERAL SERVICES  
FACILITIES MANAGEMENT

TITLE SHEET



| Relocated Door Schedule |       |                         |
|-------------------------|-------|-------------------------|
| MARK                    | SWING | DOOR SIZE               |
| 1                       | LHR   | 3'-0" x 6'-8" x 1'-5/8" |
| 2                       | RHR   | 3'-0" x 6'-8" x 1'-5/8" |

Relocated Door & Frame

EQUAL TO CANNON BALL AMERICAN DOORS  
4000 SERIES, NS-1053, SOLID PANEL  
3'-0" x 6'-8" FIBERGLASS SKIN DOOR  
3-1/2" MILL FINISH JAMB  
OPTIONAL STAINLESS PASSAGE LOCKSET

GENERAL NOTES:

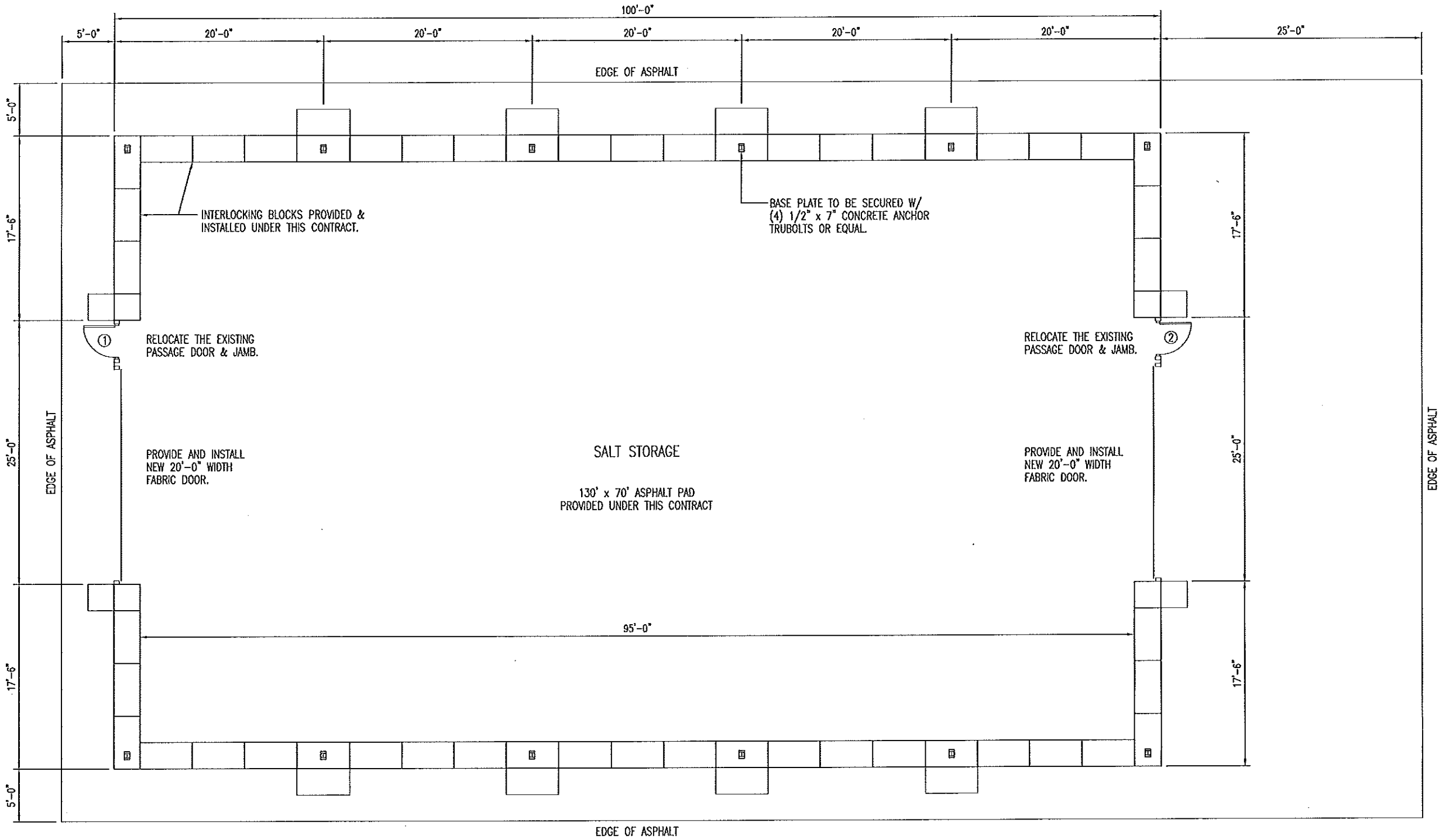
INTERLOCKING BLOCKS ARE 30" H x 30" D x 60" L

IF EXACT STRUCTURE DIMENSIONS ARE NOT MET,  
CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING  
INTERLOCKING BLOCK LAYOUT TO MEET REQUIRED DESIGN.

RELOCATE EXISTING FABRIC STRUCTURE WITH ALL THE  
NECESSARY CONNECTIONS TO SECURE FABRIC STRUCTURE  
TO NEW INTERLOCKING BLOCK WALL.

CONTRACTOR TO PROVIDE ADEQUATE SUPPORT FOR ALL  
ELECTRICAL EQUIPMENT.

CONTRACTOR TO PROVIDE NEW FABRIC TOPPS, COVER, TWO  
SIDE WALLS AND TWO GATHER DOORS.



A FLOOR PLAN  
1 SCALE: 3/32" = 1'-0"

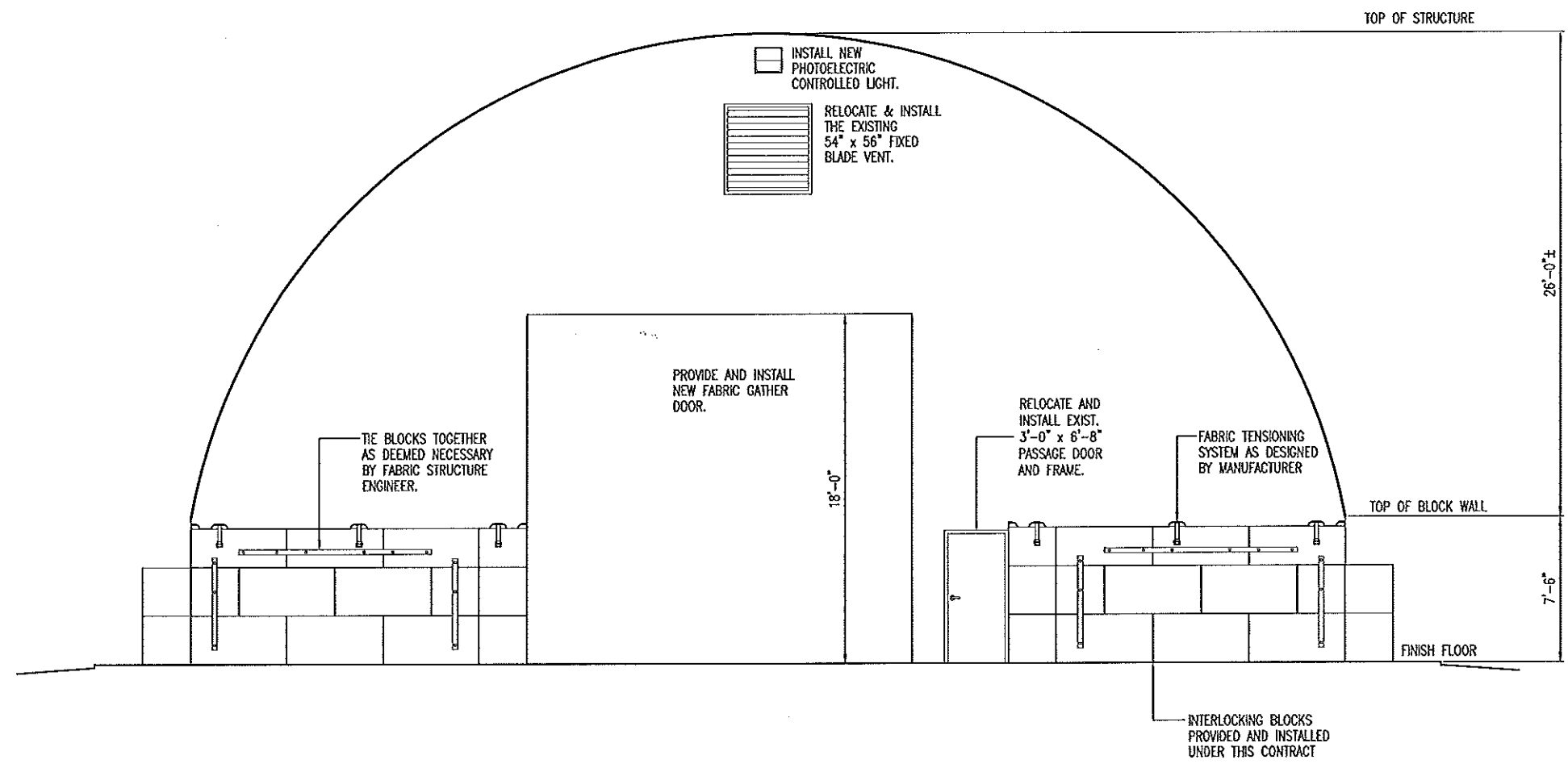
DESIGN BY: LARRY CARVER  
DRAWN BY: LARRY CARVER  
DATE: 7-14-16

Fabric Salt Structure Relocation  
ST. LOUIS DISTRICT  
EUREKA, MISSOURI

MISSOURI DEPARTMENT  
OF TRANSPORTATION  
DIVISION OF GENERAL SERVICES  
FACILITIES MANAGEMENT

FLOOR PLAN

Sheet 1 of 9



**A**  
**2** **END WALL ELEVATION**  
SCALE: 1/8" = 1'-0"

DESIGN BY: LARRY CARVER  
DRAWN BY: LARRY CARVER  
DATE: 7-14-14

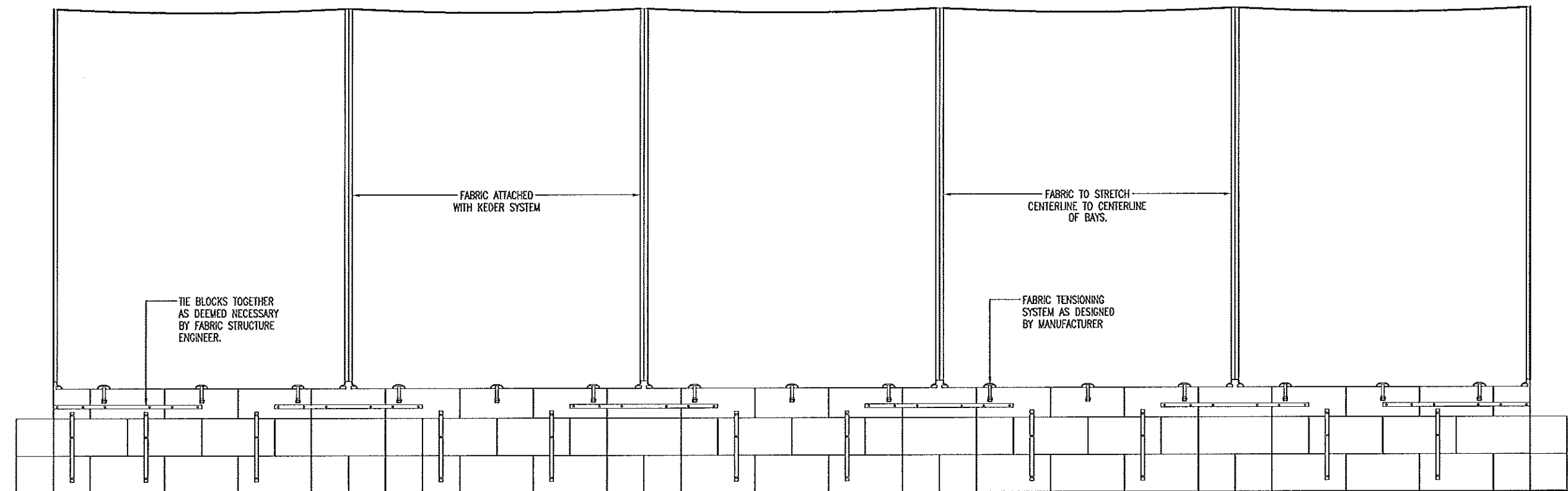
**Fabric Salt Structure Relocation**  
**ST. LOUIS DISTRICT**  
**EUREKA, MISSOURI**

**MISSOURI DEPARTMENT**  
**OF TRANSPORTATION**  
DIVISION OF GENERAL SERVICES  
FACILITIES MANAGEMENT

**END WALL ELEVATION**

Sheet **2** of **9**





**A**  
**3** **SIDE WALL ELEVATION**  
SCALE: 1/8" = 1'-0"

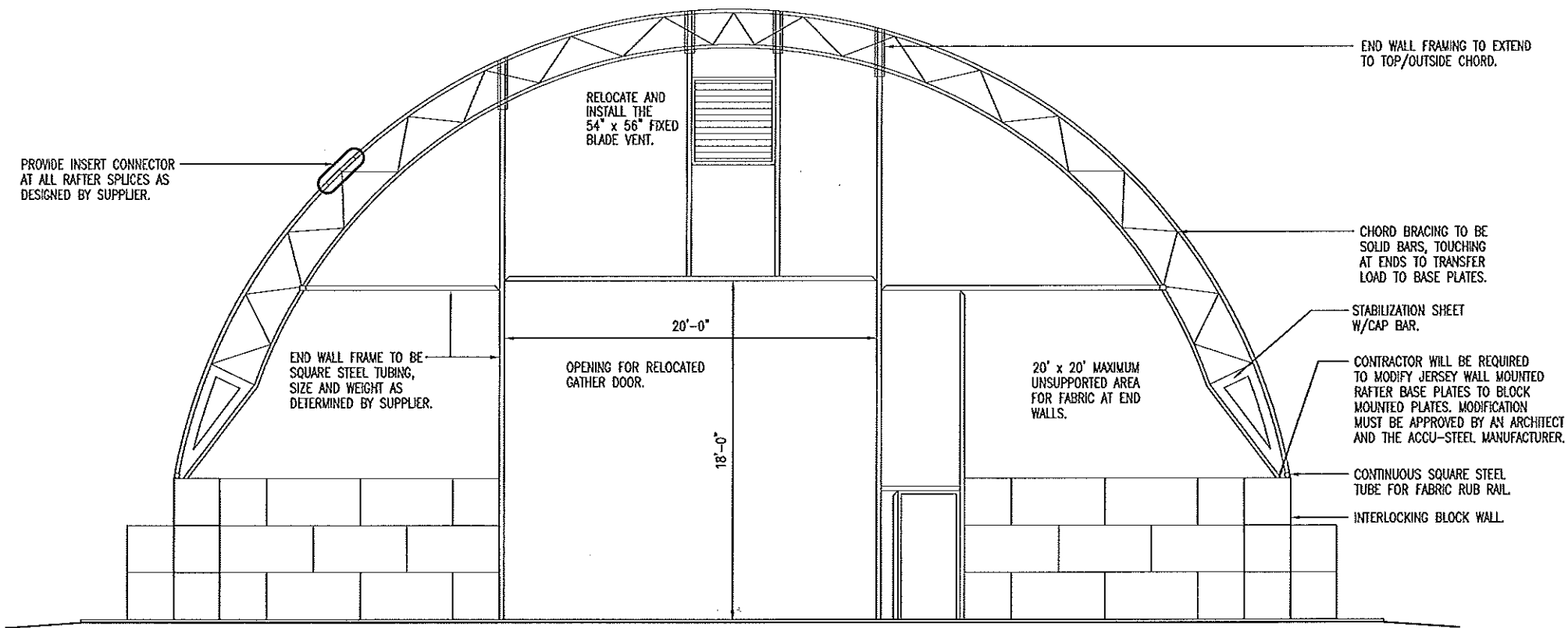
DESIGN BY: LARRY CARVER  
DRAWN BY: LARRY CARVER  
DATE: 7-14-14

Fabric Salt Structure Relocation  
ST. LOUIS DISTRICT  
EUREKA, MISSOURI

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FACILITIES MANAGEMENT

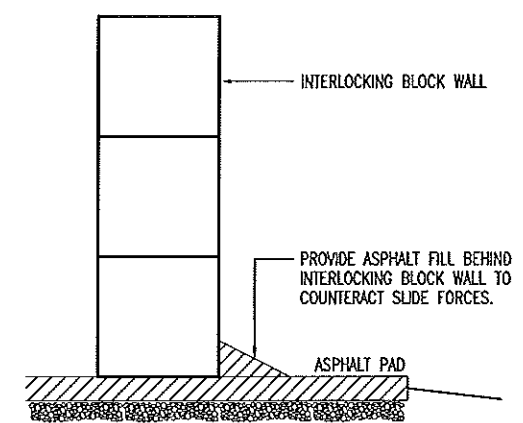
SIDE WALL ELEVATION

Sheet 3 of 9



RELOCATED FRAME & FABRIC  
**SECTION**  
SCALE: 1/8" = 1'-0"

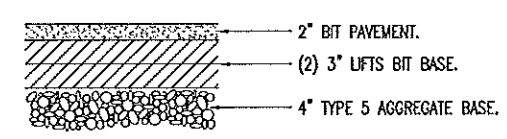
**GENERAL NOTES:**  
OVER-ALL CLEAR INTERIOR STRUCTURE HEIGHT TO BE 30'-0" MINIMUM A.F.F.



**ASPHALT DETAIL**

NTS

| ASPHALT FACTORS   |                      |               |     |
|-------------------|----------------------|---------------|-----|
| BIT BASE          | ASPHALT FACTOR       | 0.091 TON/CY. |     |
|                   | AGGREGATE FACTOR %AC | 1.934 TON/CY. | 4.5 |
| BIT PAVEMENT BP-1 | ASPHALT FACTOR       | 0.099 TON/CY. |     |
|                   | AGGREGATE FACTOR %AC | 1.895 TON/CY. | 5.1 |



**ASPHALT DESIGN**

NTS

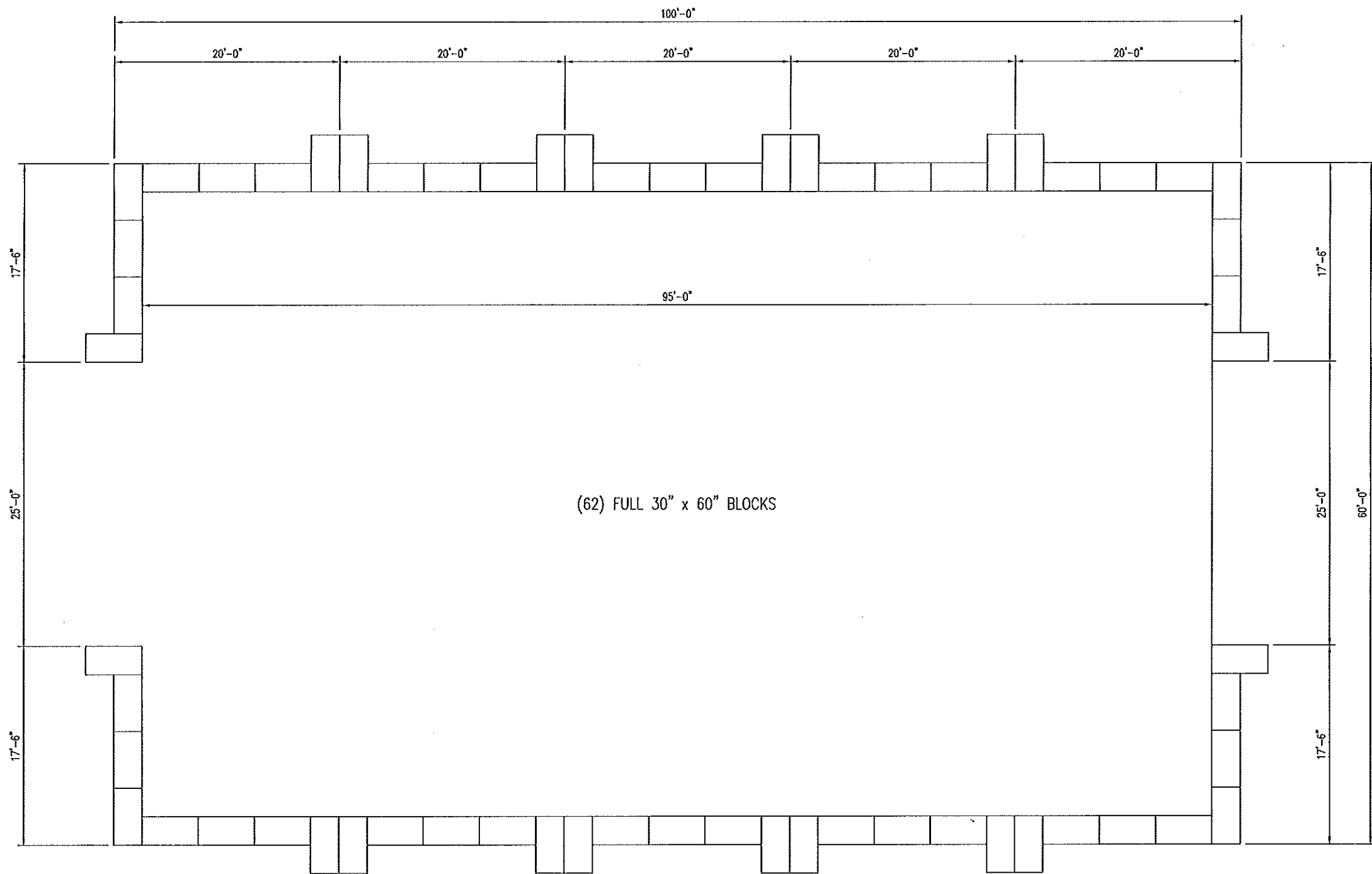
DESIGN BY: LARRY CARVER  
DRAWN BY: LARRY CARVER  
DATE: 7-14-14

Fabric Salt Structure Relocation  
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DIVISION OF GENERAL SERVICES  
FACILITIES MANAGEMENT

SECTION





NEW  
BLOCK LAYOUT LEVEL 1  
SCALE: 3/32" = 1'-0"

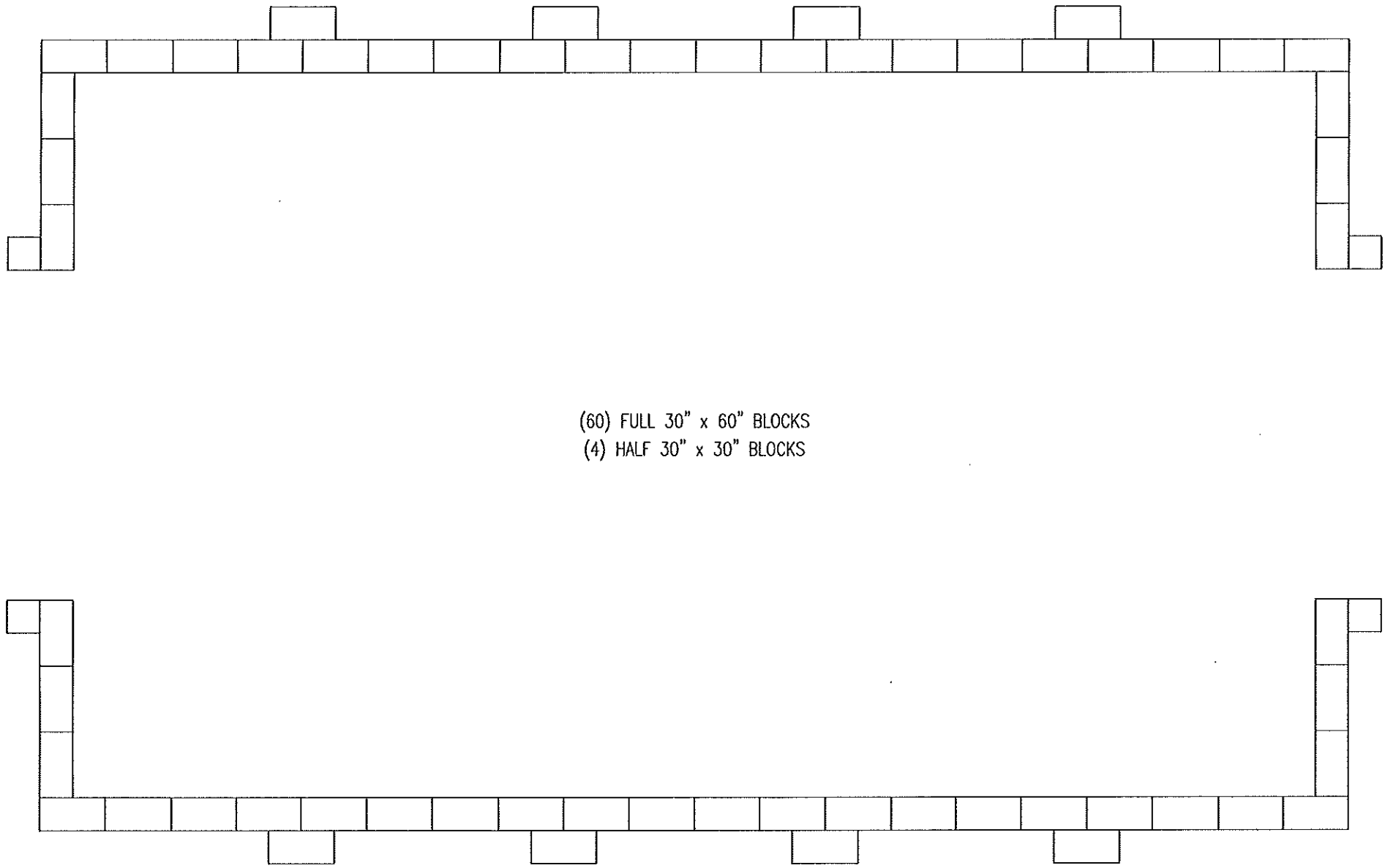
DESIGN BY: LARRY CARVER  
DRAWN BY: LARRY CARVER  
DATE: 7-14-14

Fabric Salt Structure Relocation  
ST. LOUIS DISTRICT  
EUREKA, MISSOURI

MISSOURI DEPARTMENT  
OF TRANSPORTATION  
DIVISION OF GENERAL SERVICES  
FACILITIES MANAGEMENT

Block Layout Level 1

Sheet 5 of 9



(60) FULL 30" x 60" BLOCKS  
(4) HALF 30" x 30" BLOCKS

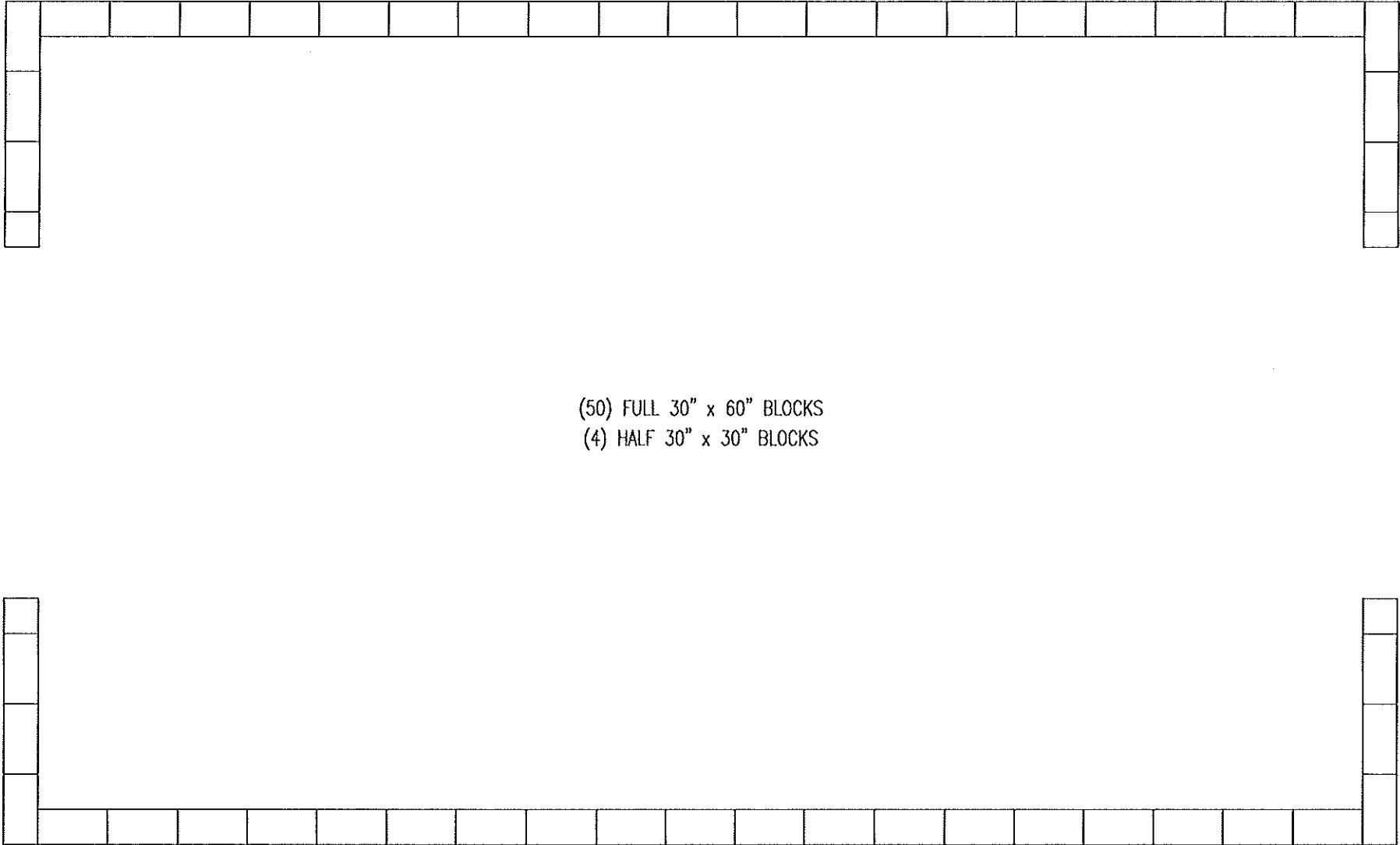
NEW  
**A**  
**6**  
**BLOCK LAYOUT LEVEL 2**  
SCALE: 3/32" = 1'-0"

DESIGN BY: LARRY CARVER  
DRAWN BY: LARRY CARVER  
DATE: 7-18-14

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FACILITIES MANAGEMENT

Block Layout Level 2  
Sheet 6 of 9



(50) FULL 30" x 60" BLOCKS  
(4) HALF 30" x 30" BLOCKS

NEW  
**Block Layout Level 3**  
SCALE: 3/32" = 1'-0"

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DATE: 7-14-14

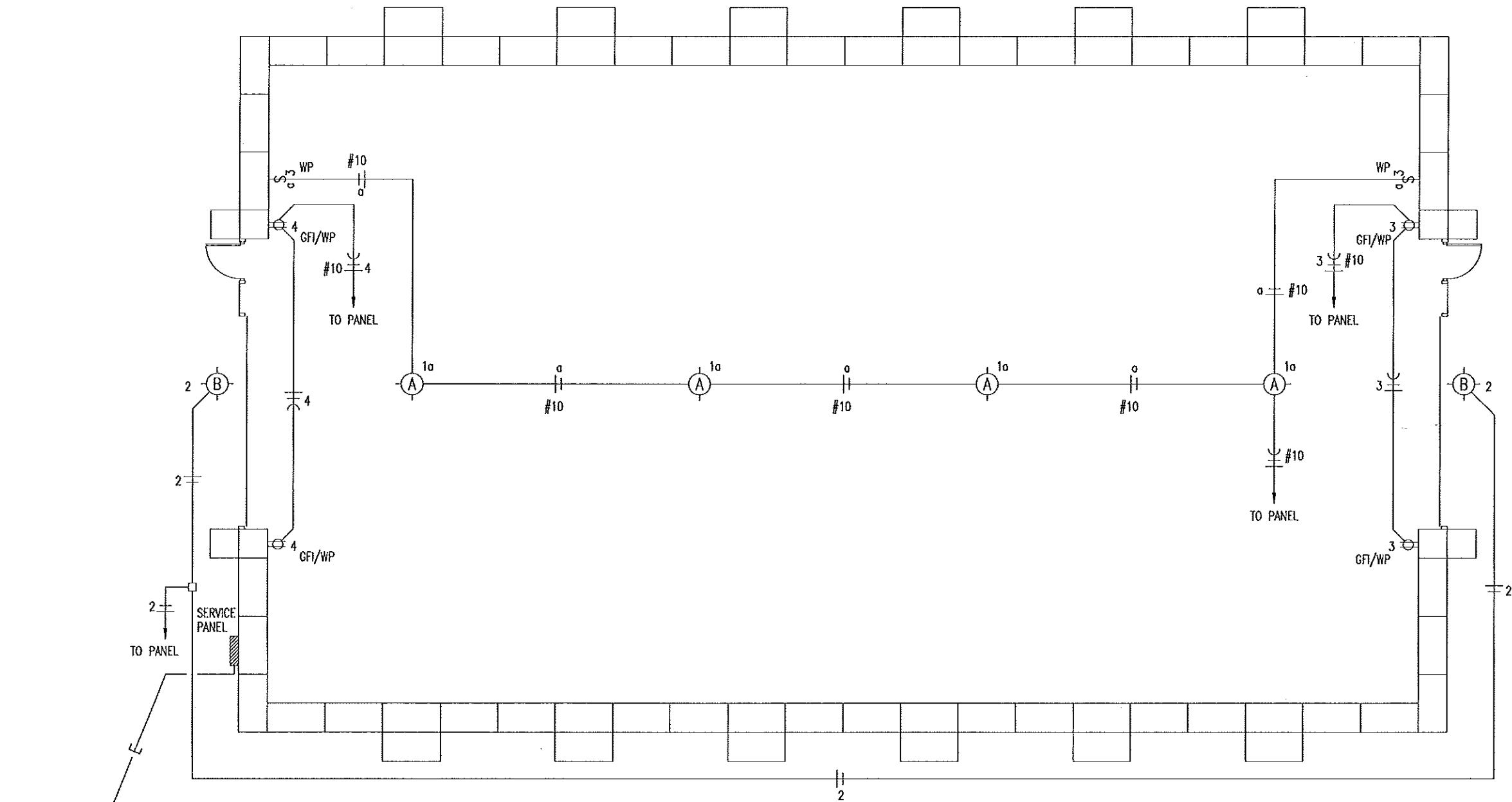
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FACILITIES MANAGEMENT

Block Layout Level 3

Sheet 7 of 9





2" CONDUIT & CONDUCTOR TO  
SOURCE APPROXIMATELY 25'

NEW  
**A**  
**8**  
**ELECTRICAL PLAN**  
SCALE: 3/32" = 1'-0"

DESIGN BY: LARRY CARVER  
DRAWN BY: LARRY CARVER  
DATE: 7-14-14

Fabric Salt Structure Relocation  
ST. LOUIS DISTRICT  
EUREKA, MISSOURI

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DIVISION OF GENERAL SERVICES  
FACILITIES MANAGEMENT

**ELECTRICAL PLAN**

Sheet 8 of 9

Packet Pg. 837

Attachment: PW Materials (2338 : 17-010 Public Works Auxiliary Salt Storage Building)

| ELECTRIC SCHEDULE                                                                                                                               |                                         |   |                      |      |                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|---|----------------------|------|-----------------------------------------------------------------------------------------------------------------------|
| MANUF.                                                                                                                                          | MODEL                                   | # | LAMPS<br>TYPE      W | MNT  | REMARKS                                                                                                               |
| LITHONIA<br>                                                   | FHE 628T5L PCLSD MVOLT<br>2/3           | 6 | 28                   | CLG  | INTERIOR FIBERGLASS HOUSING. IMPACT<br>RESISTANT CLEAR DIFFUSER WITH FROSTED<br>ENDS. STAINLESS STEEL LATCHES.        |
| LITHONIA<br>                                                   | TWH LED 20C 1000 50K<br>T3M MVOLT DBLXD | 1 | LED      120V        | WALL | EXTERIOR, SURFACE MOUNT LIGHT FIXTURE,<br>DIE-CAST ALUMINUM HOUSING. GLASS LENS<br>COVERS PROPRIETARY ACRYLIC LENSES. |
| ELECTRICAL FIXTURES AND EQUIPMENT ARE SCHEDULED BY MANUFACTURER AND MODEL NUMBER<br>FOR DESIGN INTENT ONLY, APPROVED EQUALS MAY BE SUBSTITUTED. |                                         |   |                      |      |                                                                                                                       |

| SERVICE PANEL                                                                                 |             |     |                                                                                                                               |   |       |     |                                                                            |  |     |
|-----------------------------------------------------------------------------------------------|-------------|-----|-------------------------------------------------------------------------------------------------------------------------------|---|-------|-----|----------------------------------------------------------------------------|--|-----|
| MAIN BUS: 60A MLO<br>VOLTS: 240/120, 1PH, 3-WIRE<br>BUS MATERIAL: COPPER<br>MOUNTING: SURFACE |             |     | SQUARE "D" NOOD OR EQUAL<br>W/ NEUTRAL BUS & GROUNDING BUS<br>CIRCUIT BREAKERS BOLT-IN 10000 A/C<br>IN EXTERIOR BOX AND COVER |   |       |     | CONNECTED LOAD<br>A PHASE 912 VA<br>B PHASE 720 VA<br>TOTAL 1632 VA<br>7 A |  |     |
| CIR                                                                                           | SERVICE     | VA  | BKR                                                                                                                           |   | BKR   | VA  | SERVICE                                                                    |  | CIR |
| 1                                                                                             | LIGHTS      | 672 | XA1P                                                                                                                          | A | 20A1P | 240 | EXTERIOR LIGHTS                                                            |  | 2   |
| 3                                                                                             | RECEPTACLES | 360 | 20A1P                                                                                                                         | B | 20A1P | 360 | RECEPTACLES                                                                |  | 4   |
| 5                                                                                             | SPARE       | --  | 20A1P                                                                                                                         | A | 20A1P | --  | SPARE                                                                      |  | 6   |
| 7                                                                                             | SPACE ONLY  |     |                                                                                                                               | B |       |     | SPACE ONLY                                                                 |  | 8   |
| 9                                                                                             | SPACE ONLY  |     |                                                                                                                               | A |       |     | SPACE ONLY                                                                 |  | 10  |
| 11                                                                                            | SPACE ONLY  |     |                                                                                                                               | B |       |     | SPACE ONLY                                                                 |  | 12  |

ELECTRICAL NOTES

1. ELECTRICAL WORK SHALL BE INSTALLED IN STRICT COMPLIANCE WITH THE LATEST EDITION OF THE NATIONAL ELECTRIC CODE (N.E.C.).
2. PROVIDE ELECTRICAL EQUIPMENT AND ACCESSORIES REQUIRED FOR A COMPLETE AND OPERATIONAL ELECTRICAL SYSTEM AS REQUIRED BY MANUFACTURER'S INSTRUCTIONS AND DIRECTIONS FOR SYSTEMS SPECIFIED.
3. SWITCHES AND RECEPTACLES SHALL BE EQUAL TO THE AMPERE RATING SHOWN IN THE PANEL SCHEDULE. RECEPTACLES SHALL BE GROUND-FAULT INTERRUPTION TYPE WHERE SHOWN OR AS REQUIRED BY CODE.
4. ALL WIRING INSIDE STRUCTURE SHALL BE TYPE THHN SOLID COPPER, IN SCHEDULE 40 HEAVY WALL PVC CONDUIT. PROVIDE ADEQUATE SUPPORT FOR PVC CONDUIT. ALL SYSTEMS TO BE DUST TIGHT.
5. SWITCHES AND RECEPTACLES TO BE IN WEATHERPROOF BOXES.
6. MOUNT RECEPTACLES AT 48" A.F.F.

LEGEND

- 3 WP

SWITCH MOUNTED IN FS BOX W/ HUBBELL HBL 7420 COVER @ 48" A.F.F.
- Φ WP  
GFI

DUPLEX RECEPTACLE W/ GROUND FAULT INTERRUPTER MOUNTED IN FS BOX WITH HUBBELL HBL5221 COVER.
- 

#12 COPPER NEUTRAL CONDUCTOR UNLESS NOTED  
#12 COPPER PHASE CONDUCTORS UNLESS NOTED  
1/2" EMT UNLESS NOTED  
#12 COPPER GROUNDING CONDUCTOR UNLESS NOTED

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FACILITIES MANAGEMENT

Electrical Panel & Schedules







7.4.c

Attachment: PW



Packet Pg. 841



# 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](http://www.creve-coeur.org)

## MEMO TO THE PLANNING & ZONING COMMISSION

**Meeting Date:** March 6, 2017

**Subject:** Plant Science and Technology Master Plan (39 North) Review and Adoption Schedule

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

A draft of the Plant Science and Technology Master Plan has been prepared. As discussed at the last Commission meeting, this initiative has been spearheaded by the St. Louis Economic Development Partnership (SLEDP) with the City of Creve Coeur participating as one of many partners in this process.

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 as an addendum to the City's overall comprehensive plan.

Staff proposes the following schedule of events for review and adoption of the Master Plan:

- March 7—Post Draft 39 North Plan on City website
- April Resident Newsletter—include article about the 39 North Plan and provide website information for review and comment; include dates for review and public hearing by Planning and Zoning Commission.
- April 17 Planning and Zoning Commission Meeting—hold joint work session with City Council and Economic Development Committee. Representatives from the St. Louis Economic Development Partnership will present the plan and solicit feedback and comments from attendees. The work session would begin at 6:00 PM and conclude at 7:00 PM. The regular meeting agenda would begin immediately thereafter.
- May 17 Planning and Zoning Commission Meeting—conduct public hearing for formal review and adoption of the Master Plan. Commission should adopt the 39 North Master Plan by resolution.

Staff would like to obtain any further direction regarding the future review of the draft master plan by the Commission prior to proceeding with the above activities.