



AGENDA
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, NOVEMBER 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. October 23, 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. PUBLIC HEARING. Application #17-027: Text Amendments To Various Section Of The City's Zoning Ordinance Regarding Residential Development**

Jason Jaggi, the Director of Community Development, on behalf of the City of Creve Coeur, has submitted for a text amendment to revise various sections of the Zoning Ordinance that would affect residential development that include but are not limited to, providing clarification on allowable encroachments within a front yard setback, providing greater definition for yards as they relate to overall lot dimensions for corner lots, and establishing requirements for sports courts. Also under consideration are revisions of the site coverage allowances for permeable pavers or concrete, and measuring building height based upon existing grade versus proposed grade and establishing new requirements for fences. The public hearing was continued from the September 18, 2017 Planning and Zoning Commission for additional public outreach of the proposed changes.

2. PUBLIC HEARING. Application #17-028: The Rezoning Of 11318 Olive Boulevard To Planned Commercial Development District For The Renovation Of The Existing Building Into A 260 Room Hotel, With A Free Standing Restaurant And Commercial/Retail Buildings

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

3. Public Hearing. Application #17-029: To Amend Section 405.390(D)(2)(B)(1) Of The Planned Commercial Development Requirements To Allow For Secondary Access To An Arterial Road With Primary Access From Olive Boulevard.

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

NEW BUSINESS**1. PUBLIC HEARING. Application #17-032: Text Amendment To Section 405.470(A)(13)(C) Of Conditional Uses For Gasoline Service Stations To Allow Car Wash Service Doors To Face Residentially Zoned Properties**

Mike Goldman, of Waterway Gas & Wash Company, has submitted an application for a text amendment to Section 405.470(A)(13)(c) of Conditional Uses for Gasoline Service Stations (NAICS 447110 and 447190) to allow for service bay doors associated with car washes to face residentially zoned properties, under certain conditions. The proposed text amendment would be in furtherance of an application for a new gas station and car wash to be located at 11026 and 11004 Olive Boulevard, and 825 and 827 Graeser Road

2. PUBLIC HEARING. Application #17-033: FOR AN AMENDMENT TO THE CITYPLACE CAMPUS MASTER SIGN PLAN TO ALLOW A FREESTANDING LEASE INFORMATION SIGN

Chris Woods, of Redico, on behalf of RNSI CityPlace Owner, LLC, has submitted an application to amend the master sign plan for the entire CityPlace Campus. Section 405.950.J. Master Sign Plans, allows the City Council the flexibility to approve additional signs for planned developments and large campus developments of three or more buildings with a minimum of ten acres, subject to certain requirements and conditions. The application would allow for an additional real estate sign for the CityPlace Retail Building at 11615 Olive Boulevard.

3. Application #17-036: Conditional Use Permit For A Freddy's Frozen Custard And Steakburgers At 10453 Olive Boulevard Within The Creve Coeur Pavilion Shopping Center. Motion To Continue The Item Until November 20, 2017 Meeting.

Roger Baker, of Winter Architects, on behalf of Greg Waldo, Freddy's Frozen Custard and Steakburgers, submitted an application for a new conditional use permit for a 3,000 sq. ft., limited service restaurant (NAICS 722513) with 84 indoor seats and 42 outdoor seats, at 10543 Olive Boulevard, within the new retail building under construction at the Creve Coeur Pavilion Shopping Center. All limited-service restaurants (NAICS 722513) are permitted as a conditional use with review and approval by the City Council upon the recommendation of the Planning and Zoning Commission. The Applicant has agreed to postpone the item until the November 20th Planning and Zoning Commission meeting. A motion to continue the public hearing until then is necessary.

WORK AGENDA**DEPARTMENT REPORTS**

Director of Community Development

- 1. Revised Elevations for the New Police Building**
- 2. 2018 Planning and Zoning Commission Meeting Schedule**

ADJOURNMENT

Posted: _____
Jason W. Jaggi
Director of Community Development



DRAFT MINUTES
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, OCTOBER 23, 2017
6:30 PM

CALL TO ORDER

ROLL CALL

Tim Carney	Commission Member
Gene Rovak	Commission Member
Beth Kistner	Commission Member
Muriel Hall	Commission Member
Don Magruder	Commission Member
Heather Silverman	Commission Member
Matthew Schuh	Commission Member

ACCEPTANCE OF THE AGENDA

Mr. Schuh moved to accept the agenda, Mr. Magruder seconded.
 All voted Aye.

APPROVAL OF MINUTES

1. September 18, 2017 Planning and Zoning Commission Draft Meeting Minutes

Mr. Magruder moved to accept the minutes, Mr. Rovak seconded.
 All voted Aye.

PUBLIC COMMENT

None

UNFINISHED BUSINESS

1. PUBLIC HEARING. Application #17-018: Text Amendment to Article VIII Sign Regulations

Mr. Jaggi went over the proposed revisions to the Sign Ordinance. He said the last revision occurred in 2012. He said the Economic Development Committee did review the latest draft but had no comments. He said a category was added to address the issue of two frontages. He said another change was the distance from the

street. He said the placement would be measured from the edge of pavement. He said two signs would be permitted on properties that have two frontages, but would be limited in size. He showed some examples.

He then went over monument signs. He explained the distinction between single tenant and multi-tenant allowable signs. He discussed lettering size requirements.

Ms. Silverman asked about the use of logos in signs.

Mr. Jaggi said a logo would be permitted.

He then talked about setbacks and separation.

Mr. Rovak asked about pavement and right away.

Mr. Jaggi said the sign would not be in the right-of-way in any event. He continued by saying the landscape guidelines would stay the same. Mr. Jaggi said they were requesting to add a solid base to signs. He said they are suggesting routed letters as opposed to Acrylic.

Ms. Kistner asked if other municipalities required dimensional letters.

Mr. Jaggi said he did not know, but that the mounted letters were a higher quality of sign. He said they had added a category for mixed use and they would be allowed one sign on the upper floor.

He said the final change was that all sign review would be on staff level with the exception of properties with a Master Sign Plan.

Mr. Carney asked about damaged signs.

Mr. Jaggi said that as long as the repair was less than 50%.

Mr. Carney asked about the size of the letters on secondary signs.

Mr. Jaggi said they would need to be 6".

Mr. Carney asked about putting the street address on the sign.

Ms. Kelly said the fire department required it on the building.

Mr. Schuh asked about logos and size minimum.

Mr. Jaggi said the logic is that there aren't many logos without lettering and the text size needs to be a certain size on sign panels.

Mr. Schuh asked if a logo can be defined and have a specific size set.

Mr. Jaggi said it gets difficult to be too specific. He said the 6 inch requirement tries to address it.

Ms. Kistner pointed out some examples had very small logos.

Mr. Jaggi said he thought it would resolve itself, but they could require both text and logo be a certain size.

Ms. Silverman said any tenant is going to want a larger logo.

Mr. Jaggi agreed with Ms. Silverman.

Mr. Jaggi said they could try to regulate the logo. He gave the example of Starbucks.

There was discussion about text and logos.

Mr. Lumley said the ordinance does not reference logos, only primary text. He said the distinction between text and logos would be for staff to make.

Ms. Kistner talked about dropping the size to 25 sq. feet. She asked if the smaller permitted sign size was 25 or 30 sq. feet.

Mr. Jaggi said it was not a noticeable difference. He said 30sq. feet would be fine with staff.

Mr. Hutkin thanked staff for their time and patience regarding the long process of the amendment. He said he was on board with most of the staff's requirements, but asked the commission to reconsider routed letters. He said a design professional could recognize a difference between routed letters and acrylic letters. The average motorist would not be able to identify the difference. Mr. Hutkin said there was also a huge economical difference.

Mr. Hutkin said he would like to have signs that are damaged by 50% or less to be grandfathered in to repair instead of requiring conformity.

Mr. Schuh asked about a uniform color.

Mr. Hutkin said he did not have a personal concern, but his tenants vehemently demand certain colors to identify the industry of their business.

Mr. Schuh asked about an example that was shown earlier.

Mr. Hutkin said some places have very strict rules that don't allow for company colors on their signs.

Ms. Kistner asked about language in other local ordinances regarding nonconformities.

Mr. Lumley said language could be added in for grandfathering in signs.

Mr. Jaggi said the nonconformities language could be modified to address Mr. Hutkin's request.

Ms. Silverman said she understood the cost concerns regarding routed signs, but questioned if it were possible to require larger signs to have them.

Mr. Hutkin said the acrylic signs gave them the most flexibility.

Ms. Kistner said she was trying to see which signs were routed and could not see a difference until almost on top of the sign. She said she hoped more would go the way of the routed sign, but that it wasn't necessary to make it a requirement.

Mr. Magruder and Ms. Silverman said they agreed.

Mr. Schuh said he would like to see uniform backgrounds.

Ms. Kistner said that was a pretty drastic requirement.

Ms. Silverman asked Mr. Jaggi if other municipalities required uniform backgrounds.

Mr. Jaggi said that was an unusual request. He said the acrylic signs are required to be opaque and that is a good alternative to routed out signs.

Mr. Rovak suggested some continuity around the edge of the panels.

Ms. Silverman said she thought there was continuity.

Mr. Hutkin said at night the only part of the sign that was illuminated was the text.

Mr. Rovak said he would like to see some language addressing grandfathered signs.

Mr. Jaggi said they could add that in on the Council level.

Mr. Magruder made a motion to approve with the amendments to not require routed letters, to change the 25 sq ft minimum to 30 sq ft minimum footage and to include new language for grandfathered signs. Ms. Hall seconded. All voted aye.

RESULT:	APPROVED AS AMENDED [UNANIMOUS]
MOVER:	Don Magruder, Commission Member
SECONDER:	Muriel Hall, Commission Member
AYES:	Carney, Rovak, Kistner, Hall, Magruder, Silverman, Schuh

NEW BUSINESS

1. Public Hearing. Application #17-027: Text Amendments to Various Sections of the City's Zoning Ordinance Regarding Residential Development. Request to Continue to November 6, 2017

RESULT:	CONTINUED [UNANIMOUS]	Next: 11/6/2017 6:30 PM
AYES:	Carney, Rovak, Kistner, Hall, Magruder, Silverman, Schuh	

2. Application #17-034: a Minor Site Development Plan for a Fence Within the Front-Yard Setback Along Ladue and Mosley Roads for the Property at 1 West Ladue Estates

Mr. John Headrick the homeowner spoke to the orientation of his property. He said he has 3 front yards. He said he would like to build the fence a little inside 15ft to maintain the existing landscaping and shape of the property. He said the existing landscaping will provide a buffer despite the fence being rather attractive.

Mr. Carney asked about the height of the fence.

Mr. Headrick said it was 4 1/2 feet.

Mr. Carney asked if the fence would follow the property line or the road.

Mr. Headrick said it would not always follow the property line because the line is not parallel to the street in some instances.

Ms. Kelly said it was a minor variance and they have no strong objection.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Heather Silverman, Commission Member
SECONDER:	Gene Rovak, Commission Member
AYES:	Carney, Rovak, Kistner, Hall, Magruder, Silverman, Schuh

3. PUBLIC HEARING. Application #17-028: THE REZONING OF 11318 OLIVE BOULEVARD TO PLANNED COMMERCIAL DEVELOPMENT DISTRICT FOR THE RENOVATION OF THE EXISTING BUILDING INTO a 260 ROOM HOTEL, WITH a FREE STANDING RESTAURANT AND COMMERCIAL/RETAIL BUILDINGS

Those speaking to the request were sworn in.

Mr. Fred Kummer gave a history of the site.

Mr. Tim Trynicki thanked staff for their patience and for working with HBE. He said that because of the layout and the existing building they were seeking rezoning. He said he thought this site met some of the highlights of the Comprehensive Plan.

Mr. Joseph Leher, executive VP of HBE said the massive building is obsolete, vacant and sits on about 10 acres. He said the property has been there for 35 years. He said there are 719 parking spaces and in their heyday they were all filled. He continued to talk about HBE's past and their vision for the future. He said a hotel would be the best way to re-purpose the property. The hotel would be the furthest east hotel in Creve Coeur and could service Monsanto, Danforth and the ag tech center 39 N. Mr. Leher said the proposed restaurant and retail center would need to come before the Planning and Zoning Commission at a later date. He said they had held a neighborhood meeting.

Mr. Fred Kummer III spoke to the development, his management experience and duties. He spoke to the design of the hotel and told the Commission it would be large suites catering to business and families. He said it would create tax revenue for the City of Creve Coeur. He said they would be part of the Hilton Tapestry line, a line only in one other location.

He spoke about unobtrusive lighting and staffing. He spoke about the hotel operation hours and said that check in and out times would be outside rush hour times which would in turn help with traffic.

Mr. Fred Scott spoke to the design of the hotel and said they planned to keep the buffer area between the hotel and residents. He said there would be a pool and fountain and a sculpture. He spoke to the entrances on Olive and the exit to Mosley. Mr. Scott said the utilities would be underground. He said the stormwater retention would be moved and would be underground. He said delivery and the dumpsters would be on the south side. The pool would also be on the south with a solid fence 6-9 feet high. He said they are maintaining the parking required for each of the 3 proposed buildings. Mr. Scott said there would be sidewalks. He addressed the trees to the south property line and said they would add pine and evergreen trees to minimize the view. He said the sculpture in the oasis area would be chosen by the Creve Coeur Art Commission. He that type of amenity is encouraged by the Comprehensive Plan. He said parking would be shielded by shrubbery. He showed the layout of the building the 6 story addition on the east side of the building. He said all the rooms would have table lamps and there would not be a big glare. He said they reduced the amount of glass area to 20%. He said other material would be brick and stucco. He said they also proposed a product called new brick.

Ms. Sheryl Sharp went over the traffic study. She said they did the traffic study with MoDot and the City of Creve Coeur. Proposed use vs existing use was not informative as the existing use is only at 20%. She said morning traffic would be significantly less. She said evening traffic would be comparable but less than an office. She said mid-day would have more use due to the restaurant. She said the proposed 3 entrances would help disperse traffic onto the site, and would help spread the load on and off the site. She said most guests will use GPS and GPS will direct guests to Olive vs Mosley. She said the levels were acceptable with the exception of traffic onto Olive. She said those had a lower level of acceptability.

Ms. Kistner asked for clarification regarding the levels of acceptability.

Ms. Sharp said traffic entering the site had more difficulty finding a gap to enter due to the signals.

Mr. A.J. Wang was sworn in. Said he had a question at the neighborhood meeting that did not get answered. He said he would like to see cross access to the west. He asked for use of a traffic study modeling video that would be more informative than a bunch of numbers.

Mr. Robert Daus said he has experience as a first responder and thinks the proposed use is a safety issue and would bring in transient clients. He said the price point indicates the hotel is not high end. He said crime will rise and draw on local resources. He indicated HBE would sell the hotel and leave the hotel and trouble behind for residents.

Ms. Diann Bomkamp said the property is too close to residents and will cause a disturbance. She said that there is not a need for another hotel in Creve Coeur. She said traffic will be impacted. She said tranquility is valuable and this hotel would disturb it. She said she would like clarification on how the property was deemed non-residential and what the address is for HBE.

Mr. Ted Bartelstone said when Ladue Rd was closed the traffic greatly increased and many people roared through the stop signs because they were unfamiliar to the area. He said the Hotel was being proposed as a revenue producer but with the increase of police, fire etc the net effect would not be positive.

Mr. Michael McDonald said that HBE in its current use workers are there 8-5 and he has never seen the building lit up. He said the hotel would change that. He said the berm in the back of the hotel would not allow for a pool. He said the noise from the hotel and pool would be too loud. He said there needs to be a sound barrier. He said the vegetation is mostly honeysuckle and weeds and the trees that are there lose their leaves 5-6 months of the years.

Mr. Frank Sprich said the Comprehensive Plan suggests that new development should enhance the area. He said the residents find this to not be an enhancement. He said it would be a 24/7 operation versus an 18/7 which is what is recommended by the Comprehensive Plan. He said he doesn't think the hotel needs to be here. He said the point about it serving Monsanto should be disregarded because of the impending sale to Bayer.

Ms. Mary Schultz an attorney spoke on behalf of Diana Sprich. She said she wanted to make sure certain things were entered into the record; the zoning ordinance, comprehensive plan 2030, Missouri Statutes requirements, a petition, the Sprich packet, all the letters and emails sent to the city regarding this project. She said proper notification should have been sent to the residents. She said at least 4 residents did not receive notification and those who did receive notification did not receive notice by certified mail. She said HBE was not eligible for the rezoning. She said there were statutory requirements that had not been met.

Mr. Tim Broughton said he lives at the other end of Mosley. He said traffic increased when Ladue was closed. He said the traffic analyst said the entrances the traffic study showed were not rated well, he thought traffic would reroute to Mosley. He said HBE had not done a good job of maintaining their current building.

Mr. Ray Mueller said he was a trustee of the subdivision and had been there for 3 years. He said he researched when he was purchasing a home and liked not only Creve Coeur, but specifically Fairways Subdivision. He said he feels he can leave his home for vacationing and feel safe. His home shares a property line with HBE. He said the 24/7 operating hours and restaurant will increase noise and critters. He likes them as a neighbor the way they are now.

Ms. Betty Mueller showed photos of the landscape and traffic. She said it would be a detrimental impact to the neighborhood as noise level, traffic and transient characters associated with the hotel would significantly increase. She said they saw an increase in traffic when Ladue was closed. She said you cannot control the type of people who use the hotel. She said there are other hotels in the area and this hotel is not needed.

Mr. Scott Shaw said he shares 203 boundary feet with HBE. He said they are 60 feet apart on a dangerous curve. He said he has been in the neighborhood since 2005. He said he was home when the HBE building flooded his home with light the past week when they turned the lights on. He suggested they build a wall. He said he did not want strangers to be able to see into his home. He requested no rezoning, no hotel and no secondary access from Mosley.

Mr. Adam Littich said he is invested in the area not only as a husband and father, but also as a physician in the area. He said there is no guarantee that the Kummer group will not sell in a few years and make it a Super 8 hotel. He said it will bring noise and crime. He said there is no need for a strip mall. He said the traffic study was misleading as they ran their results based on full office occupancy. He said they didn't do the study using current occupancy or taking consideration in regards to the proposed restaurant. He said there is more harm from allowing the hotel than good.

Ms. Ellen Litvag said she has been in the same house since 1964. She said the dumpsters at the south end concern her. She suggested putting the dumpsters on the west end away from homes. She said the hotel has a restaurant and did not see a need for a second detached restaurant.

Mr. Robert Mahon said that Goddard School has an entrance to Mosley and he asked the Kummer Group to eliminate the Mosley exit. He said he was told by them a sound wall was too expensive.

Ms. Patti Trout said if this were to pass this would set a precedent. She indicated it was currently zoned residential and the plans are not the action of a good neighbor.

Ms. Julie Button was sworn in. She said the Goddard School was built 4 years ago and required by the City to put in a drive that led to Mosley intersection. She said her property line falls within 300 feet of the hotel. In section 600.110 sales of liquor are not allowed within 300 ft of a school or a church. She said she thought there was a rule that required hotels being a minimum distance from residential or schools. She said she is concerned for the safety of her students.

Ms. Judy Arnowitz was sworn in. She said traffic will definitely be a problem.

Ms. Kistner asked where a natural place was to stop for the evening.

Mr. Jaggi said it is a large project. He said procedure and notices were followed correctly. He suggested if they wanted to touch on major points he could address them.

Ms. Kistner said she thought more review would be good. She suggested they ask the Fire Department and Police Department for their review.

Mr. Schuh said he would like to see literature to backup crime and hotel statistics.

Ms. Kistner asked if they would need to open the public hearing for the next item on the agenda.

Mr. Jaggi said they should with the public being in attendance.

Mr. Lumley said they could incorporate the transcript from the prior hearing into the next. He suggested members from the audience tonight may want to speak on it tonight.

RESULT:	CONTINUED [UNANIMOUS]	Next: 11/6/2017 6:30 PM
MOVER:	Gene Rovak, Commission Member	
SECONDER:	Matthew Schuh, Commission Member	
AYES:	Carney, Rovak, Kistner, Hall, Magruder, Silverman, Schuh	

4. Public Hearing. Application #17-029: to Amend Section 405.390(D)(2)(B)(1) of the Planned Commercial Development Requirements to Allow for Secondary Access to an Arterial Road with Primary Access from Olive Boulevard.

Ms. Silverman made a motion to incorporate the public hearing testimony from 17-028 to this item, Mr. Schuh seconded. All voted aye.

All those speaking to the request were sworn in.

Mr. Trynicki said the current ordinance was a little ambiguous. He said the ordinance isn't clear on the intent, but the access has been there for 40 + years. He said they agree with the staff report.

Mr. Jaggi said with the planned commercial district regulations it didn't seem practical for this development or any others to not have secondary access. He said the Comprehensive Plan encourages secondary access points. He said the existing access point has been there many years. He said from a land use and planning perspective it is not a concern. He said they did modify the proposed change to be clearer regarding primary access and secondary access.

Ms. Kistner asked Mr. Jaggi to define primary and secondary access.

Mr. Jaggi said primary roads are roads that have primary use like Olive, secondary roads are a smaller access point that access the primary point.

Ms. Mary Schultz said the Comprehensive Plan identifies Mosley Road as a local road not an arterial road. She said it is not meant to be an arterial road.

A resident was sworn in and asked how it was determined to be a secondary road. She said Mosley was dangerous and said it needs to be addressed.

Ms. Patti Trout said she thought the public notice needed to be resubmitted as Mosley was stated as an arterial road. She said commercial traffic should not be allowed on Mosley Rd as it disturbs residents.

A resident said he thought they should try to go west to the light at Office Parkway instead of Mosley.

Mr. Jaggi addressed the different terminology of Mosley Rd. He said the central issue is should access be granted to sidestreets when a property is zoned commercial. He said they could look again at what type of roadway Mosley is.

Ms. Silverman made a motion to continue, Mr. Schuh seconded. All voted aye.

RESULT:	CONTINUED [UNANIMOUS]
MOVER:	Heather Silverman, Commission Member
SECONDER:	Matthew Schuh, Commission Member
AYES:	Carney, Rovak, Kistner, Hall, Magruder, Silverman, Schuh

WORK AGENDA

Mr. Jaggi said the next meeting would be rather lengthy.
He reminded the Commission there would be a joint session with Council the next week regarding implementing the Comprehensive Plan.

DEPARTMENT REPORTS

ADJOURNMENT

Mr. Rovak made a motion to adjourn.

BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE AMENDING VARIOUS SECTIONS OF THE CITY'S ZONING ORDINANCE
REGARDING RESIDENTIAL DEVELOPMENT**

WHEREAS, an application was submitted by the City Department of Community Development for text amendments regarding various sections of the City's Zoning Ordinance regarding residential development; and

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri has recognized the need for such changes as set forth herein, to more effectively implement the goals of the Comprehensive Plan and the purposes of the Planning Ordinance and the Zoning Ordinance; and,

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on September 18, 2017, beginning at 6:30 p.m., or immediately following the close of the previous public hearing, and continued to the November 6th Planning and Zoning Commission Meeting to allow for additional outreach and public comment; and,

WHEREAS, the Planning and Zoning Commission reviewed and, by a vote of ____ recommended approval of the subject amendments at its meeting on November 6, 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 the Zoning Ordinance; and,

WHEREAS, all persons who presented themselves at said meeting and desiring to be heard were given an opportunity to be heard and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the City Council; and the Bill was read by title in open meeting two times before final passage by the City Council; and,

WHEREAS, the City Council being fully informed finds that amending the City Code of Ordinances would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest,

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

Section 1. Section 405.120 Definition of Terms of the Creve Coeur Code of Ordinances is hereby amended to include the following new definitions and amended definition as follows:

BUILDING HEIGHT

The vertical distance from grade to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the mean height level between eaves and ridge of a gable, hip or gambrel roof. In the case of new construction and building additions,

building height shall be measured from the existing grade prior to the commencement of any construction.

ENTRY COLUMN

An architectural support with a maximum of twenty-four (24) inches in width that may include connections to a gate and is located at a point of entry, such as either side of a sidewalk, or driveway.

GATE

A movable frame or solid structure which swings, slides, or rolls to control ingress and egress through an opening in a fence, wall, or hedge or similar vegetation and is connected to a column.

GRADE

A reference plane representing the average of ground level adjoining the building at all exterior walls. When the finished ground level slopes away from the exterior walls, the reference plane shall be established as the lowest point within the area between the building and the lot line or, when the lot line is more than six (6) feet from the building, between the building and a point six (6) feet from the building.

SITE COVERAGE, RESIDENTIAL

The area of a residential lot covered by impermeable surfaces including, but not limited to, the main building, accessory buildings, patios and driveways, but not including landscaped areas, swimming pools, spas, or sidewalks or pool decks of four (4) feet or less in width around the perimeter of the pool. Areas improved with permeable concrete, asphalt or pavers shall be counted at 50% of their area in calculating site coverage for a residential lot and shall be maintained per manufacturer requirements.

Section 2. Section 405.230 ESTABLISHMENT OF SIZE, DIMENSION AND ACCESS CRITERIA, subsection (A)(1)(d), Existing Lots of Record, of the Creve Coeur Code of Ordinances is hereby amended to read as follows:

SECTION 405.230 ESTABLISHMENT OF SIZE, DIMENSION AND ACCESS CRITERIA:

405.230(A)(1)(d) *Existing lots of record.* Structures may be built on lots of record that have been made non-conforming by this Chapter to size, area or width; provided however, that such structures shall conform to setbacks and other regulations not involving area or width of lot.

A single-family residential structure may be constructed on any lot of record in the "A", "B", "C", "D" or "AR" Districts if said lot is less than the minimum area required for building lots in the district in which it is located, provided that, ~~providing the following conditions exist or are met:~~

~~(1) Availability of adjacent vacant land. No structure shall be erected on any non-conforming lot if the owner of said lot owns any adjoining vacant land then prior to development there must be a boundary adjustment or lot consolidation which minimizes nonconformities in lot sizes to the greatest extent possible. which would create a conforming lot if said vacant land were combined with the lot deficient in area.~~

~~(2) Side yards. No structure other than a permitted fence, wall or other similar structure shall be constructed on a non-conforming lot unless a minimum side yard of seven and one-half (7½) feet or a minimum side yard of fifteen (15) feet where adjacent to any street is provided.~~

~~(3) Front and rear yards. No structure other than a permitted fence, wall or other similar structure shall be constructed on a non-conforming lot unless front and rear yards conforming to the minimums required for the residential district in which said lot is located are provided.~~

Section 3. Section 405.250(E)(4)(b) of the A Single Family Zoning District shall be amended to read as follows:

Section 405.250. "A" Single-Family Residential District.

E. Dimensional Regulations. The following area and yard regulations apply in the "A" Single-Family Residential District.

4. Yard and setback requirements.

b. Minimum side yard for permitted uses. Fifteen (15) feet or fifteen percent (15%) of the lot width, whichever is less, provided that a minimum side yard of seven and one-half (7½) feet must be provided for any non-conforming lot.

Section 4. Section 405.260(E)(4)(c) of the B Single Family Zoning District shall be amended to read as follows:

Section 405.260. "B" Single-Family Residential District.

E. Dimensional Regulations. The following area and yard regulations apply in the "B" Single-Family Residential District.

4. Yard and setback requirements.

c. Minimum side yard for permitted uses. Fifteen (15) feet or fifteen percent (15%) of the lot width, whichever is less, provided that a minimum side yard of seven and one-half (7½) feet must be provided for any non-conforming lot. However, for subdivisions approved prior to August 10, 1983, side yard requirements for existing homes in said subdivisions shall remain the same as those shown on the subdivision plat heretofore approved by the City, provided that the square footage of the ground floor of such an existing home within the otherwise applicable minimum side yard area shall not be increased by more than ten percent of such square footage as of August 10, 1983.

Section 5. Section 405.270(E)(4)(c) of the C Single Family Zoning District shall be amended to read as follows:

Section 405.270. "C" Single-Family Residential District.

E. Dimensional Regulations. The following area and yard regulations apply in the "C" Single-Family Residential District.

4. Yard and setback requirements.

c. Minimum side yard for permitted uses. Fifteen (15) feet or fifteen percent (15%) of the lot width, whichever is less, provided that a minimum side yard of seven and one-half (7½) feet must be provided for any non-conforming lot.

Section 6. Section 405.460 Accessory Uses and Structures of the Creve Coeur Code of Ordinances, subsections (B)(6) and (B)(8), are hereby amended to read as follows:

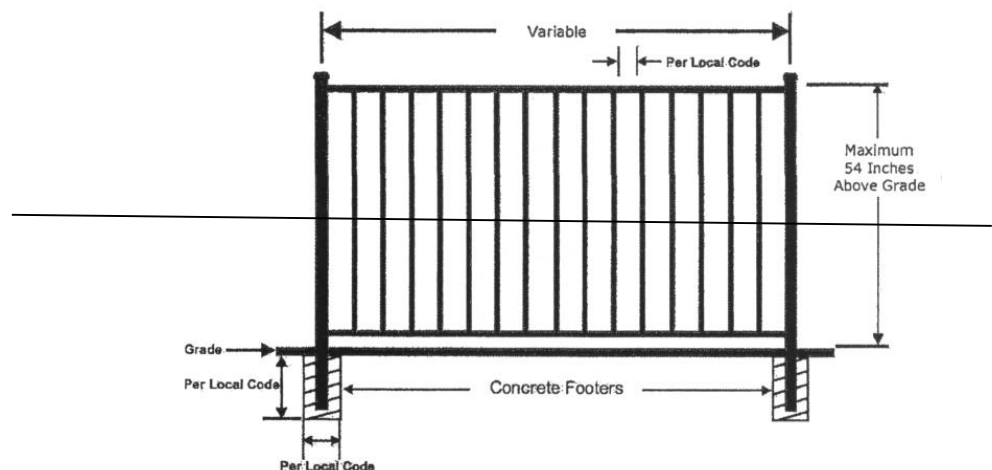
SECTION 405.460 ACCESSORY USES AND STRUCTURES.

B. Permitted Accessory Uses And Structures. A "permitted accessory use or structure" is any use or structure that complies with the definitions contained in Section 405.120 including, but not limited to, the following typical uses:

6. Recreation facilities located within the required side or rear yard including private swimming pools, bathhouses, ~~or tennis~~ tennis, basketball, racquetball, handball and other game courts, hockey/ice rinks, batting cages, and other similar facilities, provided that such facilities are set back at least fifteen (15) feet from any lot line, and any fence associated with such uses shall comply with the provisions of Section 405.640. Patios constructed in conjunction with any swimming pool may be located within a required rear yard provided that they are not located within an easement or closer than ten (10) feet to any property line

a. Swimming pools must be separated from adjacent residential property by a fence of at least four (4) and not more than six (6) feet in height. The fence around a swimming pool shall be constructed in compliance with the Creve Coeur Building Code. The Zoning Administrator shall have the authority to approve a fence surrounding a swimming pool within a setback as described in Section 405.640 under the following conditions:

- i. The fence and pool are more than fifteen (15) feet from any lot line;
- ii. The fence is a maximum of fifty four (54) inches in height; and
- iii. The fence shall meet Building Code standards regarding design and placement of fence to the pool.
- iv. The fence is of an open slat black metal style, similar to the following:



If the Zoning Administrator finds that any of the aforementioned standards is not met, the fence shall require Planning and Zoning Commission approval in accordance with Sections 405.640 and 405.1080. Tennis courts located in any residential district shall require separate submission and approval of a site development plan in accordance with Section 405.1080.

8. Statuary, arbors, trellises, barbecue stoves, doghouses, flagpoles, fences, walls, ~~hedges~~ and gazebos, provided these elements are in compliance with other regulations of this Chapter-including those relating to fences in Section 405.640.

Section 7. Section 405.630 (A) Yard Encroachments, subsections 6, 7 and 8, of the Creve Coeur Code of Ordinances are hereby amended to read as follows:

SECTION 405.630 (A.) YARD ENCROACHMENTS.

- A. Yard Encroachments. Every part of a required yard shall be open and unobstructed from the ground to the sky, except as herein provided or as otherwise permitted in this Chapter.

6. Swimming pools and related structures. Swimming pools and related structures are allowed within the required side or rear yards provided they meet with Section 405.460(6) and Section 405.640 Fences and Walls. ~~Swimming pools may be located in a required rear yard provided they are no closer than fifteen (15) feet to any rear property line or five (5) feet to any easement, whichever distance is greater. Patios constructed in conjunction with any swimming pool may be located within a required rear yard provided that they are not located within an easement or closer than ten (10) feet to any property line.~~
7. Trellises, play equipment, lights, outdoor furniture, etc. Trellises and trellis work, play equipment, wires, lights, outdoor furniture, mailboxes, ~~ornamental entry columns and gates~~ and outdoor equipment are allowed within required yards. Ornamental masonry wing walls and courtyard enclosures that are architecturally consistent and designed as an extension of the home may project up to five (5) feet into the front yard, provided they are no more than four (4) feet in height.
8. Unenclosed porches, steps and paved terraces. ~~An unroofed front porch, steps or paved terrace area with or without roofing may project into the front yard for a distance not to exceed five (5) feet provided such porch or terrace is no more than fifty percent (50%) of the front elevation width of the residential structure is not more than twelve (12) feet in width.~~

Section 8. Section 405.640 Fences and walls of the Creve Coeur Code of Ordinances is hereby amended to read as follows:

SECTION 405.640 FENCES AND WALLS

- A. Height of Fences And Walls. No fence ~~or wall~~ shall exceed six (6) feet in height unless specifically approved by the Planning and Zoning Commission in consideration of a unique screening problem.
- B. Fences or Walls At Street Intersections. No fence ~~or wall~~ shall be located within the sight triangle (as defined in Article II) of a street intersection.
- C. Fences or Walls Within The Front Yard Section And Along Street Right-Of-Way. ~~No fence shall be located within the front yard setback or along street right-of-way, A fence may project within the area equivalent to the front yard setback of the applicable zoning district, when clearly to the side or rear of the home, provided that such fence is setback at least fifteen (15) feet from the property line, no more than four (4) feet in height, and is an open slatted decorative metal fencing, similar in style for Swimming Pool enclosures as provided in Subsection D.~~

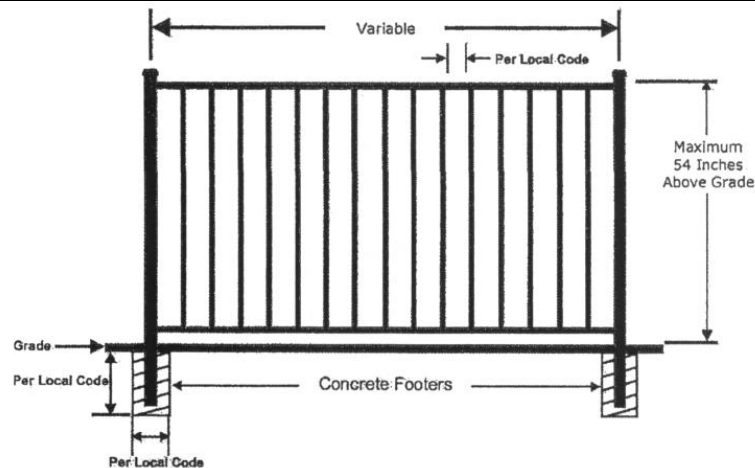
Walls, entry columns, gates and fence designs within the front yard setback or the area equivalent to the front yard setback shall be subject to site development plan approval in accordance with Section 405.1080, or approved by the Zoning Administrator in accordance with Section 405.460.

D. Fences Surrounding Swimming Pools.

- ~~1. Every private swimming pool hereafter constructed and maintained anywhere in the City of Creve Coeur shall be provided with an enclosure surrounding the pool area that is constructed in compliance with the Creve Coeur Building Code.~~
- ~~2. All gates or doors providing access to such pool shall be self-closing and self-latching with the latches designed to meet the requirements of the Creve Coeur Building Code.~~

Every private swimming pool constructed anywhere in the City of Creve Coeur shall be provided with an enclosure surrounding the pool area that is constructed and maintained in compliance with the Creve Coeur Building Code. The Zoning Administrator shall have the authority to approve a fence surrounding a swimming pool within a setback as described under the following conditions:

- a. The fence is at least and pool are more than fifteen (15) feet from any lot line;
- b. The fence is a maximum of fifty-four (54) inches in height;
- c. The fence meets Building Code standards regarding design and placement of fence to the pool.
- d. The fence is of an open slat black metal style, similar to the following:



- e. If the Zoning Administrator finds that any of the aforementioned standards is not met, the fence shall require Planning and Zoning Commission approval in accordance with Sections 405.640 and 405.1080.

E. ~~Game/Tennis~~ Court Fence. Tennis, basketball, racquetball, handball, and other game courts, hockey/ice rinks, batting cages, and other similar facilities may have an open dark coated chain link, or black netted fence customary for recreational activities up to ten (10) feet in height, provided such fence is setback at least twenty (20) fifteen (15) feet from any property line abutting a single-family residence, as approved by the Planning and Zoning Commission in accordance with 405.460(B)(6). Approval of permanent lighting standards for Game Courts shall be reviewed by the Planning and Zoning Commission as a Minor Site Plan as provided in Section 405.1080

F. The horizontal and vertical support posts must be inside of the fence area or otherwise hidden from both the neighbor's and general public's view. Fences with a shadowbox design shall be considered to hide support posts.

G. Fence materials shall be wood or metal style fencing. The design, color and material of the fence shall be complementary or shall match the principal structure on the property. Solid sight-proof, white vinyl fences are prohibited; Vinyl fencing may be

permitted provided it maintains a natural wood color and/or dark color or style.
Except as otherwise provided herein, raw metal chain link fencing is prohibited for all
residential development, but dark coated fencing is allowed.

Section 9. Section 405.810(A)(2) Parking surface and drainage of ARTICLE VII: OFF-STREET PARKING AND LOADING REQUIREMENTS of the Creve Coeur Code of Ordinances is hereby amended to read as follows:

ARTICLE VII: OFF-STREET PARKING AND LOADING REQUIREMENTS
 405.810(A)(2) Parking surface and drainage. All ~~open~~ off-street parking areas, ~~except those accessory to one- or two-family dwellings, shall be constructed of concrete, asphalt or pavers improved with a compacted select rock base surfaced with an all-weather, dustless material suitably designed for the intended use to a standard approved by the City Engineer.~~ Parking and loading facilities shall be provided with adequate stormwater drainage facilities to prevent damage or inconvenience to abutting property and/or public streets and alleys. The retention of stormwater runoff shall be subject to further regulations in accordance with Chapter 425, Stormwater Control.

Section 10. Section 405.1030 Planning and Zoning Commission of the Creve Coeur Code of Ordinances, subsection (E)(1), is hereby amended to read as follows:

Section 405.1030 Planning and Zoning Commission
 E. Powers And Duties. The Commission shall have the following powers and duties:
 1. To prepare and approve ~~and submit to the City Council for its approval a~~ comprehensive plan for the physical development of the City or portions thereof and recommended modifications of the same from time to time as deemed in the City's best interest.

Section 11. This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2017.

 DR. ROBERT HOFFMAN
 PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2017.

 BARRY GLANTZ
 MAYOR

ATTEST:

 DEBORAH RYAN

CITY CLERK



city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
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www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION #17-027: TEXT AMENDMENTS TO VARIOUS SECTION OF THE CITY'S ZONING ORDINANCE REGARDING RESIDENTIAL DEVELOPMENT

FOR THE MEETING OF: Monday, September 18, 2017, 6:30 P.M.

LOCATION: Residential Districts

REQUEST: Jason Jaggi, the Director of Community Development, on behalf of the City of Creve Coeur, has submitted for a text amendment to revise various sections of the Zoning Ordinance that would affect residential development that include but are not limited to, providing clarification on allowable encroachments within a front yard setback, providing greater definition for yards as they relate to overall lot dimensions for corner lots, and establishing requirements for sports courts. Also under consideration are revisions of the site coverage allowances for permeable pavers or concrete, and measuring building height based upon existing grade versus proposed grade and establishing new requirements for fences.

ADDITIONAL INFORMATION: During the July 17th work session, Staff identified several areas within the residential zoning district regulations that require review for possible changes. The issues with these current regulations were discussed during the Comprehensive Plan Update process, have been mentioned previously by the Commission, or have been matters that have been discussed by the Board of Adjustment relative to variance applications. Also included are some minor technical clean-up items.

APPLICANT: Jason W. Jaggi, AICP
Director of Community
Development
City of Creve Coeur
300 N. New Ballas Road
Creve Coeur, MO 63141

REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: September 15, 2017
ATTACHMENTS: Work Agenda Item Memo from July 14, 2017
Building height zoning definitions from nearby cities
Fence Regulation handout from the City of St. Charles

Key Issues:

- Are the changes consistent with the purposes of the Zoning Code?
- Are the changes consistent with the purposes of the Comprehensive Plan?

Creve Coeur 2030 References

- Residential Development & Preservation

Zoning Code References

- Section 405.120 Definition Of Terms
- Section 405.230 Establishment Of Size, Dimension And Access Criteria
- Section 405.460 Accessory Uses And Structures.
- Section 405.630 Yard Encroachments
- Section 405.640 Fences
- Section 405.690 Utilities
- Section 405.810(A)(2) Parking surface and drainage

Building Height

As discussed during the *Creve Coeur 2030* Comprehensive Plan process and in the Staff Memo dated July 14th, current regulations define building height as measured from the proposed finished grade. This has allowed the re-grading of the property to increase the height along the front elevation, and in some cases has created runoff issues on adjacent properties. The artificial raising of houses on existing lots combined with the ability to measure building height based on the finished grade has contributed to the compatibility concerns with the appearance of new homes within established neighborhoods. Strategy 2.6 under the Residential Development & Preservation Objectives and Strategies recommends the review of 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. These items are repeated in the Implementation Plan as Early Action Items for the City to address.

With these considerations in mind, Staff recommends that the following definition for building height be revised and a definition for grade be included, as follows, within Section 405.120 Definition of Terms:

BUILDING HEIGHT

The vertical distance from grade to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the mean height level between eaves and ridge of a gable, hip or gambrel roof. In the case of new construction and building additions, building height shall be measured from the existing grade prior to the commencement of any construction.

Prior definition to be deleted

~~The vertical distance measured from the curb grade or its equivalent established grade at a point midway between the two (2) side lot lines to the highest point of the roof in the case of a flat roof; to the deck line of a mansard roof and to the mean height level between eaves and ridge of a gable, hip or gambrel roof; provided that where buildings are set back from street line, the height of the building may be measured from the average elevation of the finished lot grade at the front of the building (the building face which contains the principal entrance).~~

GRADE

A reference plane representing the average of ground level adjoining the building at all exterior walls. When the finished ground level slopes away from the exterior walls, the reference plane shall be established as the lowest point within the area between the building and the lot line or, when the lot line is more than six (6) feet from the building, between the building and a point six (6) feet from the building.

With these new definitions, a surveyor would be required to establish the average existing grade prior to any construction and set the building height based upon this grade level. This approach would be consistent with other cities in the area, including Clayton, Olivette, Frontenac, and Ladue which use existing grade to, regulate Building Height based upon the preconstruction grade. The following are illustrations showing how grade is determined on an existing developed lot:

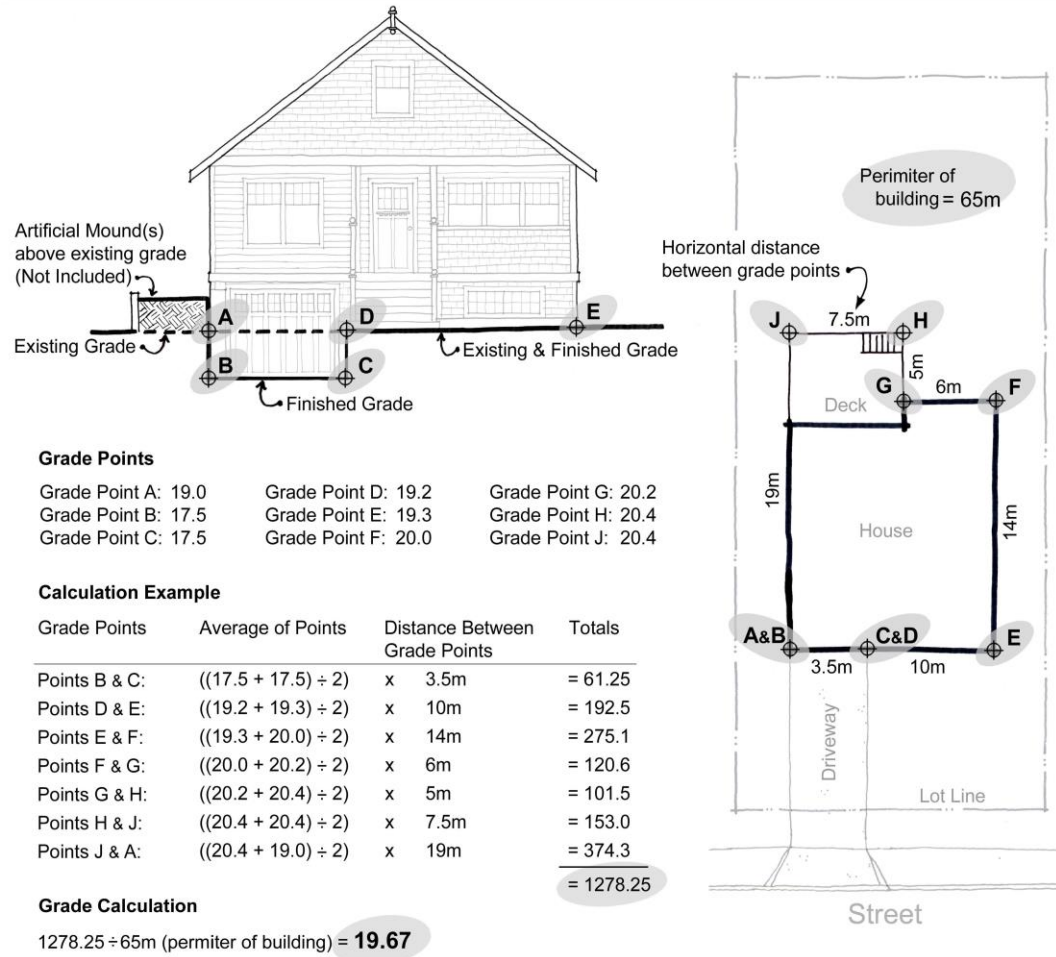


Figure 1: Illustration from Victoria Canada of how grade is calculated based on the definition

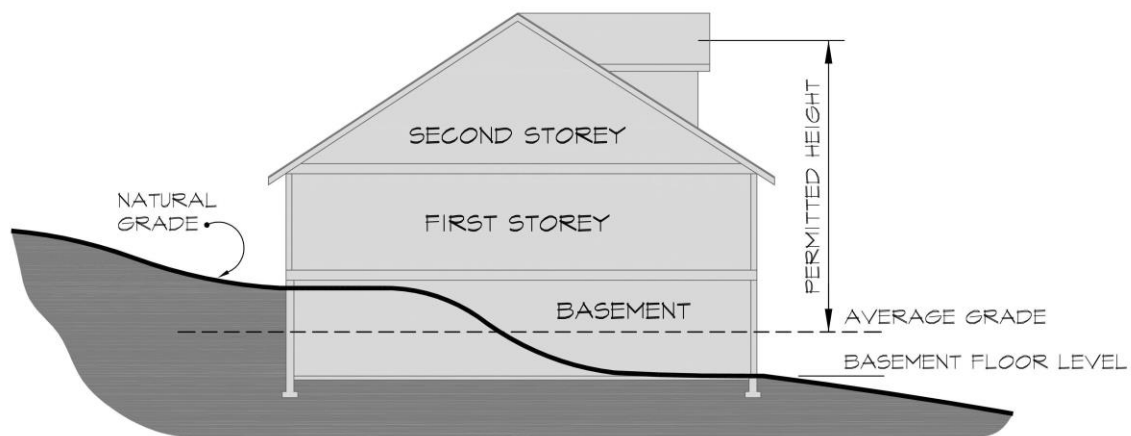


Figure 2: Location of grade and resulting permitted building height when the natural grade of the lot is not altered through construction.

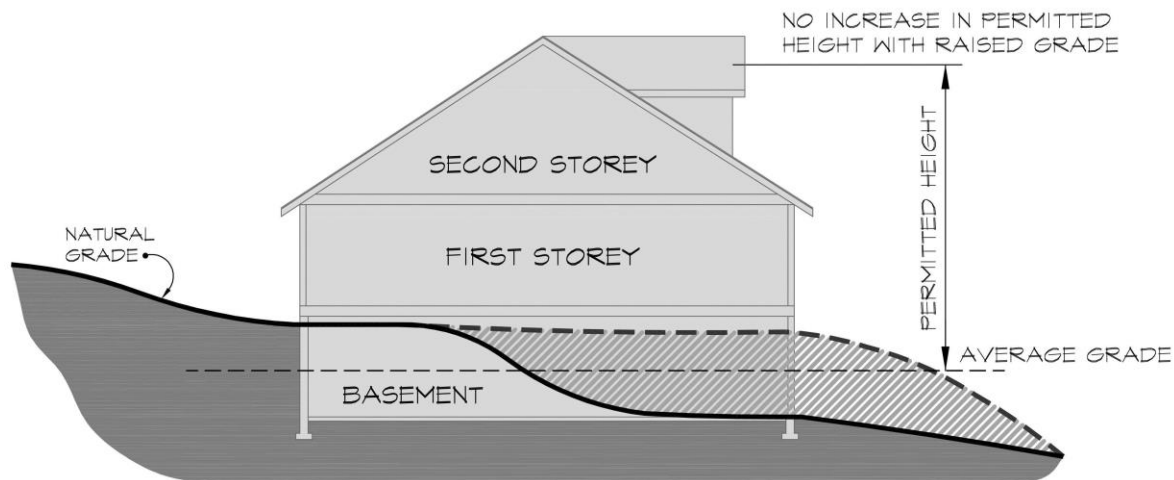


Figure 3: Location of grade and resulting permitted building height when the finished grade of the lot is raised above natural grade. Berming under this new definition would not result in an increased building height.

Use of Permeable Pavers for Site Coverage Calculation Purposes

As discussed during the Comprehensive Plan process and in the Staff memo for July 14th, permeable pavers are a method that homeowners can use to exceed the site coverage limitations of the residential zoning districts. While permeable surfaces have environmental benefits and should not be discouraged, they must be designed and installed correctly, and require specific long term maintenance to function properly. In terms of site coverage, the appearance is much the same as any other hard surface. The *Creve Coeur 2030* plan specifically included the Strategy 2.7: Establish a limit for the amount of pervious pavement that does not count toward site coverage allowance for residentially-zoned properties under the Residential Development & Preservation Objectives and Strategies.

Therefore, Staff would like to revise the definition of residential site coverage to allow for only 50% of permeable concrete, asphalt or pavers to be counted toward greenspace, and the other 50% would be included as part of site coverage. This revision would balance the benefits of such site features while placing reasonable limitations for site coverage calculation purposes.

SITE COVERAGE, RESIDENTIAL

The area of a residential lot covered by impermeable surfaces including, but not limited to, the main building, accessory buildings, patios and driveways, but not including landscaped areas, swimming pools, spas, or sidewalks or pool decks of four (4) feet or less in width around the perimeter of the pool. Areas improved with permeable concrete, asphalt or pavers shall be counted at 50% of their area in calculating site coverage for a residential lot and shall be maintained per manufacturer requirements.

Technical Clarification of Non-Conforming Lots

Section 405.230 below requires that on existing non-conforming lots, any structure must comply with the minimum district standards, but nonetheless appears to provide for some non-conformity through variance of a side yard setback on vacant land, or if there is adjoining vacant land. Section 405.040 states that all structures and uses, including changes, must meet the code except as provided in 405.610 Non-Conformities which then expressly prohibits extension, expansion, enlargement, or increased intensity within a setback of an existing structure. The provision in 405.610 regarding non-conformities "within setbacks" allows an existing structure to remain but prohibits any new construction projecting into the prescribed setback as well as alterations to portions within the setback or new buildings to replace non-conforming buildings. Therefore, Staff would like to modify Section 405.230 as provided below, so that all non-conformities area dealt with under Section 405.610 Non-conformities.

SECTION 405.230 ESTABLISHMENT OF SIZE, DIMENSION AND ACCESS CRITERIA:

405.230(A)(1)(d) *Existing lots of record.* Structures may be built on lots of record that have been made non-conforming by this Chapter to size, area or width; provided however, that such structures shall conform to setbacks and other regulations not involving area or width of lot.

A single-family residential structure may be constructed on any lot of record in the "A", "B", "C", "D" or "AR" Districts if said lot is less than the minimum area required for building lots in the district in which it is located, ~~provided that, providing the following conditions exist or are met:~~

~~(1) *Availability of adjacent vacant land.* No structure shall be erected on any non-conforming lot if the owner of said lot owns any adjoining vacant land then prior to development there must be a boundary adjustment or lot consolidation which minimizes nonconformities in lot sizes to the greatest extent possible. which would create a conforming lot if said vacant land were combined with the lot deficient in area.~~

~~(2) *Side yards.* No structure other than a permitted fence, wall or other similar structure shall be constructed on a non-conforming lot unless a minimum side yard of seven and one half (7½) feet or a minimum side yard of fifteen (15) feet where adjacent to any street is provided.~~

~~(3) *Front and rear yards.* No structure other than a permitted fence, wall or other similar structure shall be constructed on a non-conforming lot unless front and rear yards conforming to the minimums required for the residential district in which said lot is located are provided.~~

Clarification of Sports Courts, and Consolidating of Swimming Pools and Fence Regulations

Staff would like to provide greater clarification regarding recreation facilities and sports courts, and consolidate the regulations of Swimming Pools and the fences for them within one general section. Therefore the Subsection for the swimming pool fences below is being consolidated with Section 405.640 Fences and Walls.

SECTION 405.460 ACCESSORY USES AND STRUCTURES.

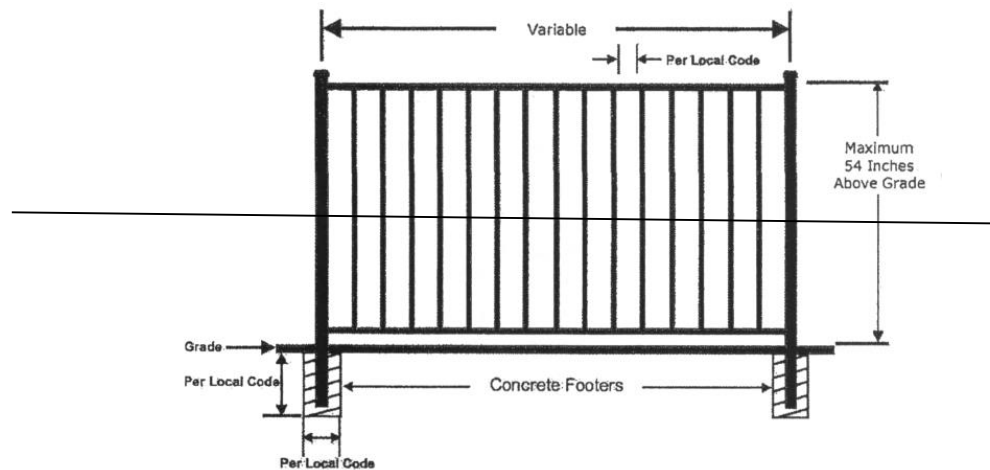
B. Permitted Accessory Uses And Structures. A "permitted accessory use or structure" is any use or structure that complies with the definitions contained in Section 405.120 including, but not limited to, the following typical uses:

6. recreation facilities including private swimming pools, bathhouses, ~~or tennis tennis, basketball, racquetball, handball and other game courts, hockey/ice rinks, batting cages, and other similar facilities.~~ provided that such facilities are set back at least fifteen (15) feet from any lot line. and any fence associated with such uses shall comply with the provisions of Section 405.640. Patios constructed in conjunction with any swimming pool may be located within a required rear yard provided that they are not located within an easement or closer than ten (10) feet to any property line

a. Swimming pools must be separated from adjacent residential property by a fence of at least four (4) and not more than six (6) feet in height. The fence around a swimming pool shall be constructed in compliance with the Creve Coeur Building Code. The Zoning Administrator shall have the authority to approve a fence surrounding a swimming pool within a setback as described in Section 405.640 under the following conditions:

- i. The fence and pool are more than fifteen (15) feet from any lot line;
- ii. The fence is a maximum of fifty four (54) inches in height; and
- iii. The fence shall meet Building Code standards regarding design and placement of fence to the pool.

- iv. ~~The fence is of an open slat black metal style, similar to the following:~~



~~If the Zoning Administrator finds that any of the aforementioned standards is not met, the fence shall require Planning and Zoning Commission approval in accordance with Sections 405.640 and 405.1080.~~

~~Tennis courts located in any residential district shall require separate submission and approval of a site development plan in accordance with Section 405.1080~~

As the City does not review landscaping on residential lots, Staff is seeking to remove hedge as a form of accessory structure that would have to comply with the fences and wall regulations.

SECTION 405.460 ACCESSORY USES AND STRUCTURES.

B. Permitted Accessory Uses And Structures. A "permitted accessory use or structure" is any use or structure that complies with the definitions contained in Section 405.120 including, but not limited to, the following typical uses:

8. Statuary, arbors, trellises, barbecue stoves, doghouses, flagpoles, fences, walls, hedges and gazebos, provided these elements are in compliance with other regulations of this Chapter-including those relating to fences in Section 405.640.

Yard Encroachment

Decorative Wing Walls, Ornamental Entry Columns and Gates:

As previously discussed during the work session, in the recent discussions of the proposed entry wing walls at Lakeshore Drive and the allowance of courtyard fences and walls as an extension of the home, Staff would like greater clarification and to allow for such decorative elements when designed and connected as part of the home. Section 405.630 Yard Encroachments states that every part of a required yard shall be open and unobstructed from the ground to the sky, except as herein provided or as otherwise permitted in the Chapter and where the Comprehensive Plan discusses maintaining views and open spaces. The placement of entry columns and gates, in the front setback as a free standing element would seem inconsistent with the Design Guidelines when not reviewed along with any fence or wall at the Planning and Zoning Commission. Therefore, Staff recommends that the ornamental entry columns and gates be removed from the permitted yard encroachments and require review in the same category of a fence or wall in a front yard setback, or provide a definition with a limited height.

During the work session, the Commission had asked for photos of some such columns and gates: for consideration, below is the example of a gate and fence that were permitted when the request for a fence was denied. The property owner created a hedge next to the gate that provided for the same purpose that was originally requested. If the fence was not allowed, it would seem odd that a gate and column within the front yard setback is permitted without additional review by the Planning and Zoning Commission.



Figure 4: Home at 12068 Ladue Road, columns and gate were permitted, but a fence was not, so the property owner planted a hedge.

The home below placed ornamental columns at the driveway and at the corner of the property, which can be ten to fifteen feet from the road. Such columns appear odd and out of character with the surrounding homes and lack connectivity to the structure.



Figure 5: Home on South Spode, where the columns were placed at the corner of the property and at the driveway that sit back from the road approximately 10 feet.

Staff recommends that specific definitions be included limiting the overall height and width of such elements, as follows below:

SECTION 405.120 DEFINITION OF TERMS

ENTRY COLUMNS

An architectural support with a maximum of twenty-four (24) inches in width that connects to a gate and is located at a point of entry, such as either side of a sidewalk, or driveway.

GATE

A movable frame or solid structure which swings, slides, or rolls to control ingress and egress through an opening in a fence, wall, or hedge or similar vegetation and is connected to a column.

Front Porches:

Currently, structural overhangs may project into any setback by five feet, and unroofed front porches may also project up to five feet into the front yard setback, provided they are not more than 12 feet in width. However, as the style of homes has changed, and where people wish to provide for the protection from the elements, and create a welcoming entry, variances for front porches on existing homes are granted, as it is not adding living additional space within a setback, and there is very little concern from residents generated at the Board of Adjustment for such requests. Comments from some builders have indicated that 12 feet is too narrow and doesn't create a sufficient welcoming entrance width. Therefore, Staff has revised subsection 8 below to allow for a roofed front porch to encroach five feet into the front yard, and up to 50% of the width of the home.

SECTION 405.630 (A.) YARD ENCROACHMENTS.

A. Yard Encroachments. Every part of a required yard shall be open and unobstructed from the ground to the sky, except as herein provided or as otherwise permitted in this Chapter.

6. Swimming pools and related structures provided they meet with Section 405.460(6) and Section 405.640 Fences and Walls. ~~Swimming pools may be located in a required rear yard provided they are no closer than fifteen (15) feet to any rear property line or five (5) feet to any easement, whichever distance is greater. Patios constructed in conjunction with any swimming pool may be located within a required rear yard provided that they are not located within an easement or closer than ten (10) feet to any property line.~~
7. Trellises, play equipment, lights, outdoor furniture, etc. Trellises and trellis work, play equipment, wires, lights, outdoor furniture, mailboxes, ~~ornamental entry columns and gates~~ and outdoor equipment are allowed within required yards. Ornamental masonry wing walls and courtyard enclosures that are architecturally consistent and designed as an extension of the home may project up to five (5) feet into the front yard, provided they are no more than four (4) feet in height.
8. Unenclosed porches, steps and paved terraces. ~~An unroofed~~ front porch, steps or paved terrace area with or without roofing may project into the front yard for a distance not to exceed five (5) feet provided such porch or terrace s no more than fifty percent (50%) of the front elevation width of the residential structure ~~is not more than twelve (12) feet in width.~~

Definition of Yards

As discussed in the prior memo, Staff currently reviews the existing established development patterns of corner lots, to determine the rear-yard and side-yard regulations. In some cases the narrower area may be considered the rear yard due to the orientation of the home, as shown in the aerial view of 6 Ladue Meadows, where on another lot the narrower area is considered the side yard, such as 210 N. Mosley. Below are aerial views of similarly situated properties.



Figure 6: 6 Ladue Meadows where the established pattern of development has the rear yard on the south side of the property, and the side yards to the left.



Figure 7: 210 N. Mason Road the original development established the side yard setback along the south property line. The existing home was then torn down and the new home was reoriented to the north.



Figure 8: At the corner of Conway Road and Conway Lake, currently the property on the left would have a side yard to the adjacent property, while the property at 394 Conway Lake would be viewed as a rear yard to the property to north.



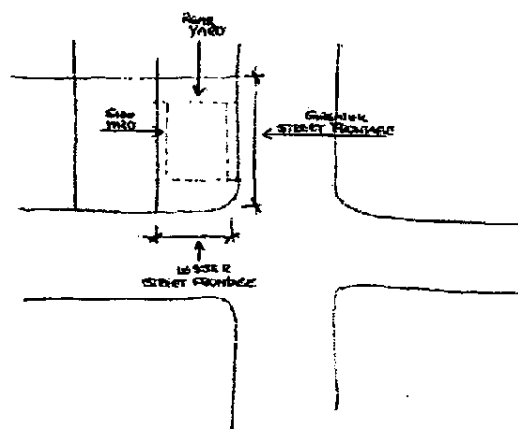
Figure 9: 12331 Conway Road is an example of where the pre-established pattern of development would have the rear yard to the north.



Figure 10: When the lot was created for 222 N. Mason, the only access point from Mason Road was at the southwest corner, and therefore the side yard was established along the south property line, however the home was designed with the entrance to the north.

Staff would like to provide clarity on defining such yards based upon dimensions of the lot, rather than upon a case-by-case basis of the surrounding development and orientation of the home. The cities of Clayton, Ladue, and Olivette have similar approaches to defining yard areas on corner lots. On a corner lot with two front yards, the property line to the longer front yard with the greater street frontage shall be considered the side yard and the property line opposite to the front yard line with the lesser street frontage would be considered the rear yard.

405.630(B) Front Yard, Side Yard and Rear Yard Of Corner Lot. Any corner lot shall have front yard equivalent setbacks along all street frontage along both streets, and rear yard and side yard at least equal in width to the minimum front yard setback of any adjoining lot fronting on a common street. In any event, the minimum side yard setback of a corner lot shall be no less than fifteen (15). The property line opposite to the front yard line with the greater street frontage shall be considered the side yard and the property line opposite to the front yard line with the lesser street frontage shall be considered the rear yard.



Fences

As discussed above and during the July 14th Work Session, Staff recommends consolidating the regulations regarding fences around game courts and swimming pools into one section, as well as providing greater design requirements for all fences. As an example, the City of St. Charles prohibits the use of chain link in a front yard in all residential districts, and require the horizontal and vertical support posts to face the inside of the yard, with the design oriented to the outside. The City's Design Guidelines also recommend the use of natural "green" materials, and discourages the use of synthetic, and highly reflective materials, and chain link fencing. Additional specific recommendations on fences and walls include:

Design Review Guidelines: F. Screening (Fences and Walls)

1. All new sound walls, masonry walls or fences are to be designed to minimize visual monotony through changes in plane, height, material, texture or significant landscape massing.
2. The design of fencing, sound walls, trash enclosures, and similar site elements is to be compatible with the architecture of the main buildings and should use similar materials.
3. All fencing should be designed as an integrated part of the site, rather than as a separate fence, such as a planter wall or continuation of an architectural wall feature.
4. Chain link fencing is discouraged. Chain link fencing with wood or any type of inserts or lining is not considered suitable.
5. In highly visible public areas where fencing is needed, decorative fencing is encouraged.
(p.18-19)

The *Creve Coeur 2030 Plan* under the Residential Development and Preservation Goal states that 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. Chain link fencing is often seen as a downgrade in the overall development standards. Therefore, Staff is recommending that City consider prohibiting new chain link fencing in residential districts along with limiting the use of solid vinyl fencing to a dark or natural color if necessary to meet with the recommendations. Staff is aware of some areas where chain link fencing is already in place. Repair and replacement of these fences would be reviewed under the Non-conformities Section, and therefore could continue. However, any new fencing will need to comply with the current regulations, should the Planning and Zoning Commission and City Council approve the proposed changes.

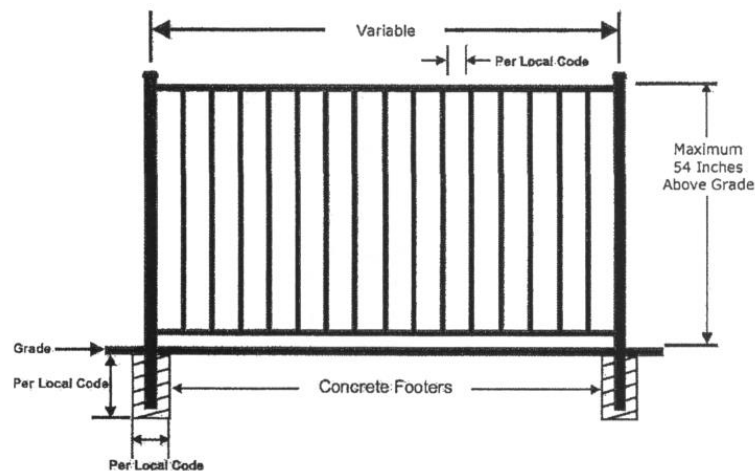
SECTION 405.640 FENCES AND WALLS

- A. Height Of Fences And Walls. No fence or wall shall exceed six (6) feet in height unless specifically approved by the Planning and Zoning Commission in consideration of a unique screening problem.
- B. Fences Or Walls At Street Intersections. No fence or wall shall be located within the sight triangle (as defined in Article II) of a street intersection.
- C. Fences or Walls Within The Front Yard Section And Along Street Right-Of-Way. ~~No fence shall be located within the front yard setback or along street right-of-way.~~ A fence may project within the area equivalent to the front yard setback of the applicable zoning district, when clearly to the side or rear of the home, provided that such fence is setback at least fifteen (15) feet from the property line, no more than four (4) feet in height, and is an open slatted decorative metal fencing, similar in style for Swimming Pool enclosures as provided in Subsection D. All other walls, entry columns, gates and fence designs shall be subject to ~~unless specifically~~ site development plan approval in accordance with Section 405.1080, ~~or approved by the Zoning Administrator in accordance with Section 405.460.~~
- D. Fences Surrounding Swimming Pools.
 1. ~~Every private swimming pool hereafter constructed and maintained anywhere in the City of Creve Coeur shall be provided with an enclosure surrounding the pool area that is constructed in compliance with the Creve Coeur Building Code.~~

2. All gates or doors providing access to such pool shall be self-closing and self-latching with the latches designed to meet the requirements of the Creve Coeur Building Code.

Every private swimming pool constructed anywhere in the City of Creve Coeur shall be provided with an enclosure surrounding the pool area that is constructed and maintained in compliance with the Creve Coeur Building Code. The Zoning Administrator shall have the authority to approve a fence surrounding a swimming pool within a setback as described under the following conditions:

- a. The fence is and pool are more than fifteen (15) feet from any lot line;
- b. The fence is a maximum of fifty-four (54) inches in height;
- c. The fence shall meet Building Code standards regarding design and placement of fence to the pool.
- d. The fence is of an open slat black metal style, similar to the following:



- e. If the Zoning Administrator finds that any of the aforementioned standards is not met, the fence shall require Planning and Zoning Commission approval in accordance with Sections 405.640 and 405.1080.

- E. Game-Tennis-Court Fence. Tennis-Tennis, basketball, racquetball, handball, and other game courts, hockey/ice rinks, batting cages, and other similar facilities may have an open dark coated chain link, or black netted fence customary for recreational activities up to ten (10) feet in height, provided such fence is setback at least twenty (20)- fifteen (15) feet from any property line abutting a single-family residence, as approved by the Planning and Zoning Commission in accordance with 405.460(B)(6). Approval of permanent lighting standards for Game Courts shall be reviewed by the Planning and Zoning Commission as a Minor Site Plan as provided in Section 405.1080
- F. The horizontal and vertical support posts must be inside of the fence area or otherwise hidden from both the neighbor's and general public's view. Fences with a shadowbox design shall be considered to hide support posts.
- G. Fence materials shall be wood or metal style fencing. The design, color and material of the fence shall be complementary or shall match the principal structure on the property. Solid sight-proof, white vinyl fences are prohibited, Vinyl fencing maybe permitted provided it maintains a natural and/or dark color or style. Except as otherwise provided herein, chain link fencing is prohibited for all residential development.

Residential Parking:

Under the definition of terms, OFF-STREET PARKING is defined as a permanently surfaced parking area, enclosed or unenclosed, connected by a permanently surfaced driveway to a street or alley to permit ingress or egress. Section 405.660(B) Parking or Storage of Vehicles states that a vehicles may only be parked or stored on an improved surface. However, Section 405.810 exempts single family residences from the requirements of appropriate materials, which has allowed for some to interpret that loose gravel driveway for Single Family Residences would be allowed. Currently, Staff has interpreted the definition of a permanently surfaced driveway or area more strictly and Section 405.660 provides that vehicles may only be parked on an improved area, for which loose gravel does not apply. Therefore, Staff would like to simplify and clarify Section 405.810(A)(2) that all parking areas are to be constructed of concrete, asphalt, or pavers, as shown below:

ARTICLE VII: OFF-STREET PARKING AND LOADING REQUIREMENTS

405.810(A)(2) Parking surface and drainage. All ~~open~~ off-street parking areas, ~~except those accessory to one or two family dwellings, shall be constructed of concrete, asphalt or pavers improved with a compacted select rock base surfaced with an all-weather, dustless material suitably designed for the intended use to a standard approved by the City Engineer.~~ Parking and loading facilities shall be provided with adequate stormwater drainage facilities to prevent damage or inconvenience to abutting property and/or public streets and alleys. The retention of stormwater runoff shall be subject to further regulations in accordance with Chapter 425, Stormwater Control.

Correction item:

Staff has identified an item for correction, with respect to the City's procedure regarding review and adoption authority of the Comprehensive Plan. Pursuant to State Statue the authority of the development and adoption of the Comprehensive Plan rests with the Planning Commission. Section 405.1030 mistakenly left the language regarding City Council action which should have been revised during the 2008 recodification. This revision will simply confirm the City's process, as the recent *Creve Coeur 2030 Plan* did not proceed to Council, and accordingly comply with State Law.

Section 405.1030 Planning and Zoning Commission

E. Powers And Duties. The Commission shall have the following powers and duties:

1. To prepare ~~and submit to the City Council for its approval~~ a comprehensive plan for the physical development of the City or portions thereof and recommended modifications of the same from time to time as deemed in the City's best interest.

CONCLUSION

Staff is proposing several text amendments to various section of the Zoning Ordinance to address issues that have been raised during the Comprehensive Plan process, variance requests before the Board of Adjustment, and typical discussion items of residential projects that come before the Planning and Zoning Commission, as well as simple clarification, consolidations of various Sections, and corrections. The key items that the Commission should provide input include:

- The revised language of building height
- The elimination or defined allowance of permitted columns and gates in the front yard setback
- And the design requirements for fences.

Following comments and direction, Staff would recommend that the Public Hearing be continued to allow Staff to provide additional outreach to local home builders, engineers, and contractors that work in the City to review and provide comments.

MOTION

The following is an example of an appropriate motion for this application:

“I move to continue the public hearing on the proposed text amendments to various section of the Zoning Ordinance as discussed with Application #17-027 to the October 16th meeting date for additional outreach and comment.”

APPENDIX 1: COMPREHENSIVE PLAN

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

APPENDIX 2: ZONING CODE

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

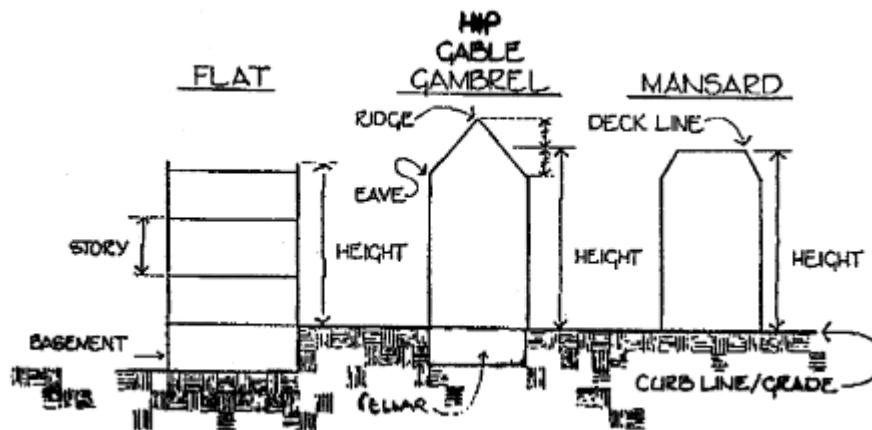
Clayton Definitions

GRADE:

A reference plane representing the average of ground level adjoining the building at all exterior walls. When the finished ground level slopes away from the exterior walls, the reference plane shall be established as the lowest points within the area between the building and the lot line or, when the lot line is more than six (6) feet from the building, between the building and a point six (6) feet from the building.

BUILDING HEIGHT OF

The vertical distance from grade to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the mean height level between eaves and ridge of a gable, hip or gambrel roof. In the case of new construction and building additions, building height shall be measured from existing grade prior to the commencement of any construction.



Frontenac, MO

BUILDING HEIGHT OF

The vertical distance measured from the existing grade of the lot prior to grading or demolition to the ridge for gable and hip roofs and to the highest point of architectural features for other roof styles, excluding chimneys, and for commercial structures, excluding walls necessary to screen mechanical equipment. Existing grade may not be altered, unless approved by the Building Commissioner and Architectural Review Board for the purpose of sanitary sewer, stormwater improvement or other significant hardship (but not for the purpose of creating a walk-out basement).

GRADE

The average level of the finished ground level adjoining the building at all exterior walls. Where finished ground level slopes away from the exterior walls, the referenced grade shall be established by the lowest points within the area between the building and the lot line or where the lot line is more than six (6) feet from the building, between the building and a point six (6) feet from the building.

Olivette, MO

BUILDING, RESIDENTIAL, HEIGHT OF

The vertical distance measured from the average elevation of the lot grades for the pre-existing residential lot use at each corner of each building facade along a street side of a

lot to the highest portion of the roof. On corner lots, the height of residential building shall be measured along each street side.

YARD, FRONT

A yard extending across the full width of a lot and being the minimum horizontal distance between a front lot line and the established front yard setback. On a corner lot, each yard lying between an established front yard setback and the intersecting streets shall be deemed a front yard. On a double frontage lot, a yard bounded by the street providing the principal access to the lot shall be deemed a front yard.

[Ord. No. 2574 § 2, 3-8-2016]

YARD, REAR

A yard extending across the full width of a lot and being the minimum horizontal distance between the rear lot line and the established rear yard setback. On an interior lot, a yard lying at the opposite end of the lot from a front yard shall be deemed a rear yard. **On a corner lot, a yard lying at the opposite end of a lot from the street upon which the lot has its least dimension shall be deemed a rear yard.** For accessory structures under Article XVI, the area of the rear yard in residentially zoned districts is used to determine the maximum permitted site coverage.

[Ord. No. 2574 § 2, 3-8-2016]

YARD, SIDE

On an interior lot, a yard between the side lot line and the established side yard setback, extending between the front yard setback to the rear yard setback or, absent either front yard setback or rear yard setback, to the front lot line or the rear lot line, as applicable. **For the purpose of establishing the required minimum side yard, on a corner lot, the side yard shall be considered as lying at the opposite end of the lot from the street upon which the lot has its greatest dimension.**

SECTION V. HEIGHT, AREA AND YARD REGULATIONS**A. Maximum Height Limits**

Maximum number of stories and height limits for buildings and structures are as follows:

- (1) Two and one-half stories. A maximum height allowance of 45' is possible, but the ultimate determination of height will be based on other project elements as defined in the City of Ladue, Missouri Architectural Design Guidelines, except in District E-1 which shall be limited to a height not to exceed 28 feet. [Ord. 1637, Ord. 1895, Ord. 1939].
- (2) Certain architectural features on buildings, to wit parapet walls of not more than three feet in height, chimneys, ornamental architectural towers not used for occupancy, cupolas, domes, spires, and similar architectural features may be erected to reasonable heights exceeding the existing limitations on height of buildings specified in this Zoning Ordinance, as may be determined by the Architectural Board, but in no event shall any such features be permitted to exceed 45 feet in height or 10 feet above the roof or ridge line of the roof of a residential building, whichever height is lower. [Ord. 1637]
- (3) The level of a building pad of a lot shall not be raised above the existing level of such lot by adding fill thereto for the purpose of artificially elevating the building to be erected thereon. [Ord. 1649]
- (4) With respect to schools and churches allowed by Special Use Permits under Section VII of this Ordinance, the height limitations shall be two and one half stories and a total height not to exceed forty (40) feet, provided however that subject to the guidelines set out in Section VII the forty (40) foot height limitations may be increased by one (1) foot for each fifty (50) feet a church or school building is located away from all of its required set back lines, but the total of any allowed increase shall not exceed four (4) feet. [Ord. 1680]
- (5) Communication towers, communication antennae, and stealth communication towers as each is defined in Section XIV., may exceed the height limitation specified in paragraph A. (1) of this Section based on the criteria contained in Section VII, Subsection E.
- (6) The level of a front yard shall not be raised above the existing grade of such lot by adding fill thereto to elevate a fence, wall or the base of a berm to erected thereon. [Ord. 1752]
- (7) For purposes of measuring building height and maximum number of stories, a level of a building constitutes a story if more than forty percent (40%) of any plane of the elevation of any level is exposed. [Ord. 1815]

- (f) Those parts of existing buildings that violate yard regulations may be repaired and remodeled, but not reconstructed or structurally altered except as allowed by Section IV-D-(7). [Ord. 1637]
- (g) Filling station pumps and pump islands may occupy required yards provided, however, that they are not less than 15 feet from all lot lines.
- (h) The required front, rear and side yards for any building or structure of schools, libraries, churches, community buildings, and other public and semi-public use shall be not less than the setback required in the District in which the building, structure or use is located, and in no event shall such setback be less than twenty-five (25) feet in the C, D, E and E-1 Districts. A greater distance for a side or rear yard setback may be required for a use which is subject to the Special Use Regulations if the increased setback is deemed necessary by the Zoning and Planning Commission and by the City Council for the reasonable protection of the privacy and value of adjacent residential property. [Ord. 1595, Ord. 1895]
- (i) If a portion of a lot is within more than one "yard" or "required yard" as defined in the Ordinance, the more restrictive regulation or setback distance shall apply to such portion of the lot. [Ord. 1637]
- (j) All yards abutting a street shall be front yards except as specifically provided in this Section V. Yards abutting a limited access highway such as I-170 or U.S.40 (I-64) shall not be considered front yards. Such yards abutting a limited access highway shall be considered side or rear yards based on the provisions of this Section V. [Ord. 1637]
- (k) On corner lots with two front yards, the rear yard shall be the yard opposite the front yard having the minimum lot frontage unless the orientation of an existing principal building on the corner lot clearly indicates otherwise. [Ord. 1637]
- (l) For flag lots created prior to the effective date of this ordinance, the required front yard shall be measured from the closest parallel or nearly parallel lot line to the street. The required rear yard shall be measured from the furthest parallel or nearly parallel lot line to the street. Side yards shall be measured from lot lines which are perpendicular or approximately perpendicular to the street. [Ord. 1637]
- (m) In the E-1 District, if deemed necessary by the Building Official for rear or side garage access, in lieu of a front yard garage, a driveway not to exceed ten (10) feet in width may be placed in one (1) side yard. In such a situation, the 25% maximum side yard coverage limit may be waived for one side yard. Additional paving or construction may take place in the rear yard up to the 30% maximum rear yard coverage limit. A separate rear or side yard garage shall not be allowed on a property in addition to a front access garage. [Ord. 2148]

(2) Yards - Front

- (a) Required front yards shall be devoted entirely to landscaped area, except as allowed under Section V-C-(1)-(b).
- (b) Where, on the effective date of this ordinance, 40 percent or more of a frontage on the same street, road or land within 500 feet of a lot was occupied by two or more

REGULATIONS FOR FENCES IN ALL ZONING DISTRICTS

- Fences must be constructed in a workmanship-like manner
- Horizontal and vertical support posts are inside of the fence area or otherwise hidden from both the neighbor's and general public's view. Fences with a shadowbox design shall be considered to hide support posts.
- No more than two different types of fencing material (wood and chainlink or two types of wood) are permitted.
- No fence shall be made of, in whole or in part, cloth, canvas or other like material.
- Property owners shall be responsible for the maintenance of the fencing on their property, and for removal of any fence if it becomes unsightly or a menace to public safety, health or welfare.
- Fences shall be maintained in an upright condition.
- Missing boards, pickets or posts shall be replaced within 45 days with material of the same type and quality.
- Fences designed for painting or similar surface finishes shall be maintained in their original condition as designed. All exposed steel, except the galvanized metal fences, shall have a colored finished coat applied to them and be preserved against rust and corrosion.
- Customary fencing around tennis courts and other recreational amenities shall be exempt from height restrictions but shall comply in all other respects with the terms of this section.
- Fences for pools shall meet the requirements of this section as well as all other applicable regulations of the City.

- Fences or enclosures charged with, or designed to be charged with, electrical current are prohibited.
- It shall be the responsibility of the property owner to insure that a fence does not block or obstruct the flow of storm water.
- A permit is required for the construction or replacement of fences.
- Slatted, chainlink fencing is prohibited in all zoning districts.

REGULATIONS FOR FENCES IN RESIDENTIAL ZONING DISTRICTS

- Maximum height of a fence in a rear or side yard is seven (7) feet.
- Maximum height in a front yard is four (4) feet.
- Barbed wire, single-strand wire, wire mesh, wire grid or chicken wire fences along the perimeter or boundary of a property in a residential district is not permitted.
- Chain link fencing is prohibited within any required front yard.
- Corner and double frontage lots have two front yards, by definition. The above requirements for fences in a required front yard apply to both front yards on a corner lot. On a double frontage lot, as defined in Section 400.050, fences or walls of no more than a height of seven (7) feet may project into the yard space at the rear of the building, provided no portion of the frontage along the same street where the fence is proposed to be located, is utilized as the principal entrance for the main building of any lot in the block.
- Fences constructed within a required front yard on the side of a property used as a

principal entrance to the building shall comply with the following:

1. The design, color and material of the fence shall be complementary or shall match the principal structure on the property.
 2. Sight proof fences are not allowed in the required front yard. The fence shall have open spacing defined as the space between pickets is greater than or equal to the width of the pickets.
- Fences constructed within a required front yard on the side of a property **not** used as a principal entrance to the building on the lot shall comply with the following (corner lot homes):
1. Fences shall be set back from the property line at least ten (10) feet.
 2. The fence shall comply with §400.5 "Corner Visibility".

REGULATIONS FOR FENCES IN COMMERCIAL AND INDUSTRIAL ZONING DISTRICTS

- Maximum height of a fence is eight (8) feet, except as required for junk yards §400.450(A).
- Barbed wire shall be permitted only if the lowest strand is at least seven (7) feet above grade, and when used for security purposes in addition to a regular fence.

PLEASE NOTE:

Fences located within an easement may require additional approvals.

This brochure is one in a series designed to provide information on various regulations administered and enforced by the Department of Community Development of the City of St. Charles. The purpose of these brochures is to provide citizens with basic, easy-to-use information regarding City codes and services. Topics covered in this series of brochures include:

- *Opening a New Business in St. Charles*
- *Home Improvement Loan Program*
- *Home Occupation Regulations*
- *Zoning District Regulations*
- *Sign Guidelines*
- *Guidelines for Parking Recreational Vehicles in Residential Zoning Districts*
- *Fence Regulations*
- *Accessory Structures*
- *Deck Requirements*
- *Building in Historic Districts*
- *Swimming Pools, Spas, Hot Tubs*
- *Basement Finish*
- *Rental Unit Inspection Program*
- *Code Enforcement*
- *Recycling Guide*
- *Annexation*
- *Room Additions*

Any of these brochures may be obtained from the Department of Community Development, 200 North Second, Suite 303, St. Charles, MO 63301. Department phone numbers are: Planning Division: (636) 949-3222; Code Enforcement Division: (636) 949-3227. Department hours are 7:00 a.m. to 5:00 p.m. Monday through Friday.

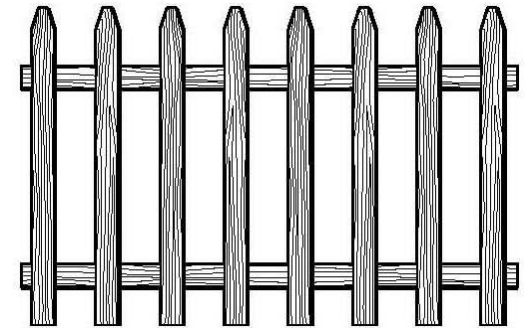


Department of Community
Development
200 N. Second St., Suite 303
St. Charles, Missouri 63303



CITIZEN
INFORMATION
SERIES

Fence Regulations



DEPARTMENT OF
COMMUNITY DEVELOPMENT



MEMO TO THE PLANNING AND ZONING COMMISSION

Date: July 14, 2017

Subject: **Work Agenda Item: Proposed Changes on Certain Regulations within Residential Zoning Districts**

Prepared by: Whitney Kelly, AICP, City Planner

Staff has identified several areas within the residential zoning district regulations that require review for possible changes. The issues with these current regulations were discussed during the Comprehensive Plan Update process, have been mentioned previously by the Commission, or have been matters that have been discussed by the Board of Adjustment relative to variance applications.

The purpose of this memorandum is to provide a summary of the current regulations, issues and suggestions for revisions for the Planning and Zoning Commission to discuss prior to coming forward with a formal text amendment application and conducting a public hearing.

Building Height

As discussed during the Comprehensive Plan process, current regulations define building height from the proposed finished grade. This has allowed the re-grading of the property to increase the height along the front elevation, thus creating runoff issues on adjacent properties and has contributed to the compatibility concerns with the appearance of new homes within established neighborhoods.

Currently, the maximum height allowed for single family dwellings in residential zoning districts is 35-feet or 2 ½ stories whichever is less. For sloped roofs, the height is measured taking the mean distance between the eaves and ridge of the roof, not to the top of the roof.

Recommendation

Staff would like to establish the building height from the average existing grade prior to any construction for new homes and additions. Taking into account existing grades when setting the height of new buildings would result in less dramatic differences in new construction compared to adjacent structures and could contribute to less run-off concerns based on incompatible re-grading.

Use of Permeable Pavers for Site Coverage Calculation Purposes

As discussed during the Comprehensive Plan process, permeable pavers are a method that homeowners use to exceed the site coverage limitations of the residential zoning districts. The zoning ordinance specifically exempts the use of these pavers from counting against the site coverage. However, in order to be truly permeable, these paver systems require engineered substrate and long-term maintenance to ensure proper function. Furthermore, visually, these paver systems appear as hardscape on residential properties which seem counter to the objectives for greenspace preservation.

The City of Town and Country recently adopted legislation that limits the use of permeable pavers to be counted as green space. Surfaces shall be included as green space when not under a roof, including landscape beds containing no greater than twenty percent (20%) hardscape such as retaining walls or flagstones; and surfaces shall be excluded as green space including permeable pavements which have less than eighty percent (80%) of the surface area exposed for vegetative growth. However, such pavers are not often seen in the City of Creve Coeur as an alternative for driveways.

Recommendation

Staff would like to limit the amount of permeable pavers allowed as an option to go over site coverage by a certain percentage, or to allow them to count as only a portion of the actual surface area, such as 50%.

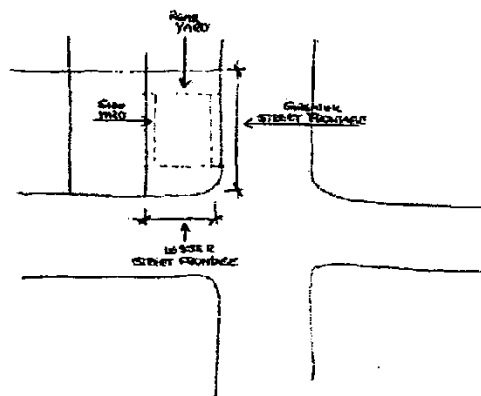
Definition of Yards

Staff currently reviews the existing established development patterns of corner lots, to determine the rear-yard and side-yard regulations. In some cases the narrower area may be considered the rear yard due to the orientation of the home, as shown in the aerial view of 6 Ladue Meadows below:



Staff would like to provide clarity on defining such yards based upon dimensions of the lot, rather than upon a case-by-case basis of the surrounding development and orientation of the home. Where a corner lot has two front yards, the property line to the longer front yard with the greater street frontage shall be considered the side yard and the property line opposite to the front yard line with the lesser street frontage would be considered the rear yard.

Similar considerations are provided in the City of Clayton that states where a corner lot exists and thereby two (2) front yards, the property line opposite to the front yard line with the greater street frontage shall be considered the side yard and the property line opposite to the front yard line with the lesser street frontage shall be considered the rear yard.



The City of Webster Groves defines yard areas on corner lots in a similar fashion by stating that the rear yard shall be considered as parallel to the street upon which the lots has its least dimension. In all cases, the rear yard shall be opposite at the opposite end of the lot from the front yard.

Recommendation

Staff would like to amend the code in a similar manner as the cities of Clayton and Webster Groves to address yard areas on corner lots in a consistent fashion, regardless of orientation of the home.

Walls, Fences, Columns and Gates, and other Yard Regulations

Due to recent discussions regarding fences and walls within the front yard setback, Staff would like to include direction within the Code without the need to go to the Planning and Zoning Commission.

Columns and Gates

As discussed in prior applications before the Commission, the Zoning Code allows for ornamental entry columns and gates, but any fence or wall within the front setback must be reviewed by the Planning and Zoning Commission. In the recent discussion of the proposed entry wing walls at Lakeshore drive, the placement of such in the front setback as a free standing element was inconsistent with the Design Guidelines. However, Staff finds that such ornamental columns and gates on their own also lack context as freestanding elements, when not reviewed along with any fence or wall, and inconsistent with the Design Guidelines, and the purposes of the yard regulations. Therefore, Staff would like to consider eliminating these as a general allowance without review by the Planning and Zoning Commission. They should be considered in conjunction with a fence within the front yard setback.

Wing Walls, as an Extension of the Home

In the proposal of courtyard fences and wing walls within the Bellerive Enclave Subdivision in 2015, the Planning and Zoning Commission allowed for these elements to encroach within the front yard setback for the entire subdivision when as an extension of the home based upon certain design criteria. The courtyard fence/wall allowed was to have a maximum height of 4 feet, include a with mix of masonry and wrought iron or open-slatted fence, was to be consistent with design style of the related home, and could to seven feet into the front yard setback, per the images below, as this was in better keeping with the Design Guidelines, and the overall character of the subdivision.

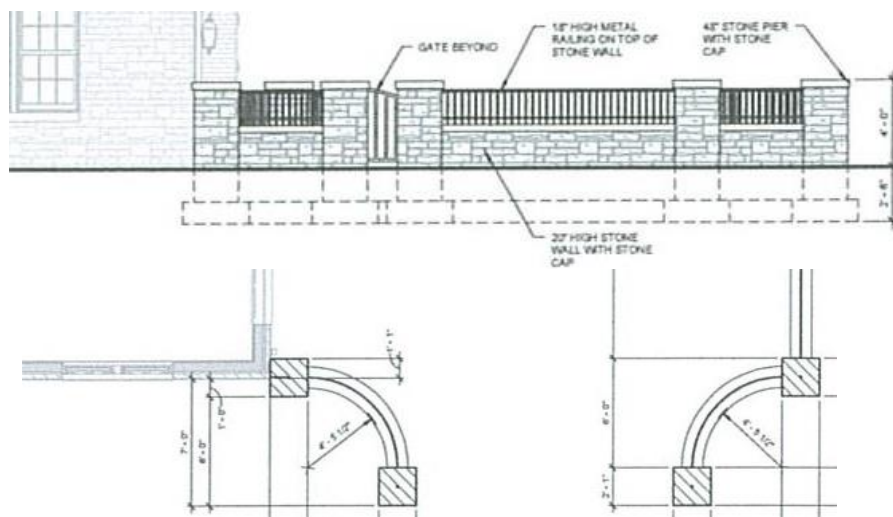


Figure 3: Detail of the Drive Court Plan

Recommendation

Staff would like to include the allowance of such wing walls to encroach within the front-yard setback without needing the Planning and Zoning Commission approval, provided it meets with similar conditions, and would project only a short distance into the setback of five feet to be consistent with other areas in the Yard Regulations that allow for unenclosed, and unroofed front porches and structural overhangs to project up to five feet into a front yard setback.

Design Criteria Consideration of Fences:

Staff would also like to discuss providing for additional design consideration for fences in general. When fencing is reviewed at the Planning and Zoning Commission discussion includes the use of green materials, and the amount of openness of the design of the fence. The Design Guidelines further strongly recommend against approving any chain link fences. However the use of such is not reviewed if the placement of the fence does not require Planning and Zoning Commission approval for residential properties.

Recommendation

Staff would like the Commission's direction whether the use of chain link or white vinyl should be prohibited on all residential properties, and to allow for open slatted fences (similar to that allowed as a pool barrier) the a maximum height of 4 feet to encroach into a side or rear yard for corner lots that must maintain an equivalent area as a front yard, without the need for the Planning and Zoning Commission. The standards for a pool barrier fences allows for such to be 15 feet from any lot line, and a similar standard was approved for the home at 12700 Creekside View Drive:

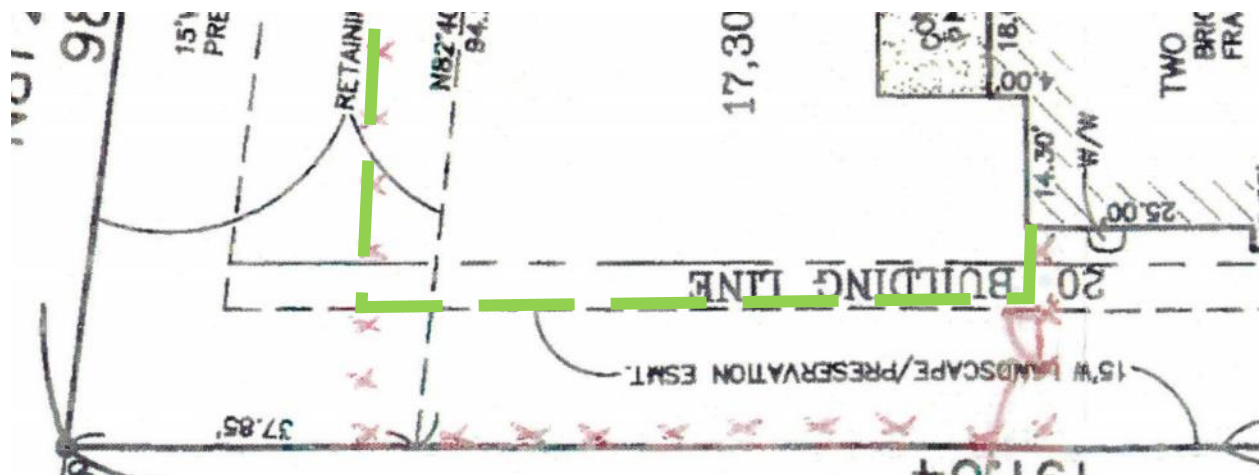


Figure 1: Close-up of the Site Plan with Staff's Recommended 15 foot setback highlighted in green.

Sports Courts

Current regulations require tennis courts and the associated fence to be approved by the Planning and Zoning Commission, and that Private Recreation Facilities must be surrounded by a fence. As many homes are now seeking multi-sports facilities, Staff has included such within the same category as tennis courts, due to the concerns of noise and lighting as well as the character of the type of fencing needed to control balls. And in some cases, the property owner did not wish to include a fence around the facility.

Recommendation

Staff would like to clarify these regulations to provide a definition of sports courts within the code as an allowable structure and while a fence is required for a pool, and tennis courts, allowing for distinction for basketballs, hockey and other sports courts.

Covered Front Porches

As mentioned above, Section 405.630 (8) Yard Regulations provides that an unroofed porch, steps or paved terrace area may project into the front yard for a distance not to exceed five (5) feet provided such porch or terrace is not more than twelve (12) feet in width. For pre-existing homes, many homeowners wish to provide cover over the front door as protection of the elements and to create an inviting entrance. The Board of Adjustment has always approved such allowances for a covered front porch, as most people wish to have protection from the weather, where the existing home would not support the structural load of projecting a roof overhang, and tearing down and moving the house back would be unfeasible.

Recommendation

Staff would like to allow for roofed front porches to project up to five feet into the front yard setback to avoid the repetitious requests for variances.

Residential Parking:

Section 405.120, Section 405.660 Parking or Storage of Vehicles, and 405.820(A)(6) Required Off-Street Parking of The Zoning Code specifies that all off-street parking shall be a permanently surfaced area, and that parking shall only be on an improved paved area. However, Section 405.810(A)(2) Parking Surface and Drainage of the Off-Street Parking Regulations contradicts that the surface must be paved, by exempting one and two family residential parking. Staff has received requests regarding the use of gravel for driveways, which has been denied based on the prior requirements above.

Recommendation

Staff would like to clarify all sections of the Zoning Ordinance to require improved surfaces for required off-street parking spaces such as concrete, asphalt or pavers.

Technical Clarification of Non-Conforming Lots

Staff will also seek an amendment to clarify inconsistency in the regulations regarding non-conforming lots. Currently Section 405.230 Establishment of Size, Dimension and Access Criteria provides that for pre-existing vacant lots a side yard may be reduced to 7½ feet, where Section 405.610 Non-Conformities expressly prohibits extension, expansion, enlargement, or increased intensity of existing non-conforming structures within a setback.

Recommendation

Staff would like to clarify this language clarifying these sections, by consolidating into one provision regarding non-conformities.

Conclusion

Staff will review these items at the meeting obtain direction from the Commission on these proposed changes and any others that would involve residential zoning regulations prior to submitting a text amendment application and obtaining public comment.



Whitney Kelly <wkelly@crevecoeurmo.gov>

Re: Text Amendments To Various Sections Of The City's Zoning Ordinance Regarding Residential Development

1 message

james hentschell <jhensch321@gmail.com>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Thu, Sep 28, 2017 at 2:31 PM

Whitney, good afternoon. seems as tho all the suggested modifications make sense. i recommend acceptance of the entire batch.

On Thu, Sep 28, 2017 at 11:11 AM, Whitney Kelly <wkelly@crevecoeurmo.gov> wrote:

Dear Creve Coeur Subdivision Trustee,

The City of Creve Coeur's Planning and Zoning Commission is considering revising various sections of the Zoning Ordinance that would affect residential development that include but is not limited to:

- Providing clarification on allowable encroachments within a front yard setback, such as fences, covered porches, gates and columns.
- Establishing requirements for sports courts.
- Revising the site coverage allowances for permeable surfaces.
- For new construction, measuring building height based upon existing grade versus proposed grade , and
- Provide greater definition in determining the side and rear yard setback as they relate to overall lot dimensions for corner lots. (Currently under review at Council)

The Planning and Zoning Commission continued the public hearing on these amendments to the meeting of Monday, November 6, 2017, at 6:30 PM to allow additional outreach. Information regarding the proposed amendments is available at the Government Center, Planning Division offices, and on the City's website at www.creve-coeur.org under the Planning Projects page (or at <http://www.creve-coeur.org/447/Current-Planning-Projects>). If you have any questions or for more information about this proposal, please call Whitney Kelly or Jason Jaggi at (314)872-2501.

We encourage you to attend the Planning and Zoning Commission meeting on Monday, November 6, 2017 at 6:30 PM if you have any questions, or wish to make a statement. In addition, you may submit written comments in advance of the meeting. If you wish to provide comments via email, please send them to wkelly@crevecoeurmo.gov.

Again, please feel free to call Whitney Kelly or Jason Jaggi, at (314)872-2501, if you have any questions or would like additional information.

Sincerely,

Whitney Kelly

Whitney Kelly, AICP
City Planner
City of Creve Coeur, Missouri
300 N. New Ballas Road
Creve Coeur, MO 63141
t: (314) 442-2087
f: (314) 872-2505

Attachment: Public Comment 1 (#17-027: Text Amendments Regarding Residential Development)

wkelly@crevecoeurmo.gov

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--
james hentschell
hentschell architect
11338 mosley lane
creve coeur, mo 63141
314-482-8065

Attachment: Public Comment 1 (#17-027: Text Amendments Regarding Residential Development)

1 PLANNING AND ZONING COMMISSION PUBLIC HEARING

2 CITY OF CREVE COEUR, MISSOURI

3 300 NORTH NEW BALLAS ROAD

4 MONDAY, SEPTEMBER 18, 2017

5 6:30 P.M.

6
7
8 PUBLIC HEARING APPLICATION NO. 17-027

9
10 THOSE IN ATTENDANCE:

11 Ms. Beth Kistner, Chair

12 Mr. Tim Carney

13 Ms. Muriel Hall

14 Mr. Don Magruder

15 Mr. Gene Rovak

16 Ms. Heather Silverman

17 Mr. Matthew Schuh

18 Mr. Carl Lumley, City Attorney

19 Mr. Jason Jaggi, Director of Community Development

20 Ms. Whitney Kelly, City Planner

21 Ms. Jessica Stutte, Planning Assistant/Recording Secretary

22
23
24
25
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: Okay. Good evening,
2 everyone. Welcome to the Monday, September 18, 2017
3 meeting of the Planning and Zoning Commission.

4 I will start with our call to order.

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: City Attorney, Carl Lumley?

18 MR. LUMLEY: Present.

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

21 He is not here right now, but he will be very
22 shortly.

23 City Planner, Whitney Kelly?

24 MS. KELLY: Present.

25 CHAIRMAN KISTNER: And Planning Assistant/

1 Recording Secretary, Jessica Stutte?

2 MS. STUTTE: Present.

3 CHAIRMAN KISTNER: And the Chair is present.

4 (Mr. Jaggi is present.)

5 MR. JAGGI: And now we're ready for Application
6 No. 17-027, text amendments to various sections of the
7 City's zoning ordinance regarding residential development.

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

10 CHAIRMAN KISTNER: Good evening.

11 MR. JAGGI: Good evening.

12 Jason Jaggi, Director of Community Development
13 with the City of Creve Coeur.

14 This is a public hearing and a text amendment
15 involving several proposed amendments to the residential
16 sections of the zoning ordinance.

17 Whitney Kelly and I both thought what we would
18 do is split this up between both of us, and there's a fair
19 amount of material to cover, so I wanted to go through
20 that with you, and then we can have some discussion either
21 as -- we move forward or at the end.

22 And I think there's some members of the public
23 that might also want to provide some comments.

24 So with that, we'll just get started.

25 So where this started and why we're proposing

1 amendments to the residential section of the code is,
2 basically, from several different sources, which -- which
3 are suggesting that we take another look at these
4 regulations. One is the Creve Coeur 2030 Comprehensive
5 Plan, which has several recommendations affecting
6 residential zoning districts and the ordinances related to
7 those areas.

8 Also, with the Board of Adjustment, there are
9 certain items and requests of the Board of Adjustment that
10 are repetitive, which, when you have repetitive requests
11 for variances that also suggests that maybe we need to
12 take a look at it to see if the ordinances need to change
13 to eliminate some of those repetitive requests.

14 And then, further, other items have come up
15 before this Commission over time, and there's also driving
16 the need to review it.

17 We also have, why we took the opportunity, is to
18 also take care of some technical or really just
19 clean-up-type items, so we'll cover that as well, so.

20 What we're going to cover, and what we've
21 identified as areas that need to be examined are as
22 follows. So we want to look at how we measure building
23 height and introduce some new definitions for that;
24 permeable surfaces for site calculation purposes, so how
25 we treat permeable surfaces in terms of the City's

1 requirement or maximum for a residential lot coverage
2 standard dealing with the matters of sport courts, which
3 include tennis courts, hockey courts, basketball -- you
4 name it. I know this -- a lot of you are familiar with
5 requests we had there. We felt like that needed to be
6 kind of cleaned up and clarified.

7 And then also a broader discussion, which we're
8 very anxious to hear your thoughts on in terms of fences,
9 how we regulate fences in the City of Creve Coeur in terms
10 of maybe introducing some design standards for those
11 fences and some other general requirements, which we do
12 not have today.

13 We also want to look at covered porches. This
14 is an item that -- that has been subject to several
15 variances before the Board of Adjustment, basically,
16 having covered porches, which can encroach into a -- into
17 a front yard setback with a minimal amount of distance.

18 Most of those variances are -- are -- variances
19 are granted without a whole lot of fanfare, so we think
20 that's something maybe the City can actually just allow by
21 right under certain conditions.

22 Whitney's also going to talk to you about some
23 wing walls, columns and gates, and how we define these
24 certain elements in the code with a little more
25 predictability, and then how we look at yard areas, how we

1 determine front, side and rear yards, particularly on
2 corner lots. Those need to be treated a little bit
3 differently, and we have some suggestions that would help
4 clarify how those are determined.

5 And, finally, the last item is more of a
6 clean-up measure, but how we specifically define what --
7 what constitutes a surface material for driveways and
8 residential areas.

9 So we'll go through all this tonight and --

10 CHAIRMAN KISTNER: Jason --

11 MR. JAGGI: Yeah.

12 CHAIRMAN KISTNER: -- before we -- that list
13 is -- is pretty long and the subject matters are very
14 different.

15 MR. JAGGI: Yes.

16 CHAIRMAN KISTNER: I'm wondering if we should
17 agree upfront that we want to have discussion after each
18 one before we go on to the next one. I think we get all
19 the way to the end of the list and try to go back, so.

20 MR. JAGGI: Okay.

21 CHAIRMAN KISTNER: Okay.

22 MR. JAGGI: Sounds good to us.

23 We'll -- just as we move along with each
24 section, we'll open up for questions as we go forward.

25 So building height and grade, starting there.

1 In the 2030 Creve Coeur Comp Plan, there's a
2 specific strategy that asks the City to look at how we --
3 how we deal with infill residential redevelopment, and
4 central to that topic were a few things, stormwater and
5 then how we measure height and grading of property.

6 So, as you know, the stormwater ordinance has
7 already been in the works. That's moved through this
8 Commission and is on to City Council, I believe in the
9 first meeting in October, so we've kind of tackled that
10 issue.

11 So we wanted to get into building height and
12 grade.

13 And it's also listed on the plan as an
14 implementation plan as part of an early action item, so
15 that's causing us to look at this earlier rather than
16 later.

17 So how we approached this was we reviewed other
18 cities in the area that are experiencing similar things as
19 Creve Coeur. They're experiencing lot of residential
20 redevelopment, teardowns, rebuilds. There are a lot of
21 other cities in St. Louis County that are also
22 experiencing this -- this type of redevelopment; Clayton,
23 Olivette and Ladue, for example, we looked at those
24 ordinances, and they specifically address how you set
25 building height based on existing conditions.

1 So that's a change, as you can see here, versus
2 how we do things.

3 So, for example, the Clayton ordinance is the
4 one that we found that looking at all these different
5 ordinances that we think is a -- probably a pretty good
6 fit for Creve Coeur. And I'll just kind of touch on this.

7 So the building height, basically, it's that --
8 that vertical distance from the grade -- from grade to, in
9 the case of a mansard roof or a slope -- any type of
10 sloped roof, it's a mean height, so it's not to the
11 tippy-top, so you establish grade and you measure that to
12 the mean height of the roof peak, so that's generally the
13 height between the -- the eave line and the top of the
14 roof, it's a mean height, so it's not to the tippy-top for
15 a sloped roof.

16 That's how we measure roofs today in Creve
17 Coeur, and that's how a lot of other cities do it.

18 When you have a flat roof, then you do not, you
19 know, then you measure to the top of the coping generally
20 with a flat roof. But most residential structures are not
21 flat, they're going to have a sloped roof, they're going
22 to have a hip or a gable, and they're -- and in that case
23 you measure to that mean height. Okay.

24 And then what they use, which is where we want
25 to head into, is that in the case of new construction or

1 additions, building height is measured on the existing
2 grade prior to any construction.

3 So that existing grade is already there. These
4 are established neighborhoods. You're not starting from
5 scratch. There's already grades established, and we think
6 it's more appropriate to measure height based on those
7 grades that are already there.

8 And then so when we do that, we have to
9 determine then we want to add another definition, well,
10 what do you mean by grade. Well, grade is, it's a
11 reference plan that represents the average ground level
12 adjoining the building at the exterior wall.

13 So when people have to come in for a permit,
14 when a homeowner or a developer, whatever the case may be,
15 comes in for a permit, they have to calculate that grade
16 and show it on their drawing.

17 And how that's done is you just take the -- the
18 areas around the building and you create an average, and
19 I'll show you, basically, how that's done.

20 So like I mentioned, our current definition,
21 we -- there's -- it's very convoluted, very -- very
22 difficult to use, essentially, it says you can use the
23 mean height level if the building is not set back from the
24 street.

25 If it is set back from the street, you see here,

1 then you use the finished grade. And so that's where we
2 think there's a disconnect, if you're measuring a building
3 height based on what you're proposing, you can mound up
4 houses, you can kind of create this artificial look that's
5 out of character with residential neighborhoods that are
6 already established.

7 So when we change the -- the method of how you
8 measure height, we think that's going to go down. It's
9 going to be a little more respective to what the houses
10 are around it. Okay.

11 So our new distances, essentially, we're taking
12 very much what Clayton use, again, cause we think that's a
13 good example, and we would, basically, import those
14 definitions into our zoning ordinance in lieu of what we
15 have today. We do a new definition of how we measure
16 height and then adding a definition on grade and what we
17 mean by grade.

18 Does that make sense so far? Okay.

19 So how -- how do you do that? So this is the
20 information we're going to ask people to provide.

21 A lot of new homes, a lot of larger additions,
22 they have project engineers and architects, obviously,
23 that have to do that. They have to submit this
24 information to the City. And there's going to be a
25 requirement calculation that we're going to be asking for

1 if this goes forward.

2 And, essentially, what you do is you take, in
3 this example here, you have the footprint of the structure
4 already here, and you just add up the -- the dimensions
5 around the structure and you -- and you do spot elevations
6 on these corners, and then you average all of those
7 distances.

8 And what you do is you come up with a grade --
9 an average grade, and this is in metrics, cause we got
10 this from Canada, so we -- that's why it looks kind of
11 strange, but, essentially, it's mean sea level data.
12 That's your average grade that you're going to calculate,
13 and then you set the height from there. So that does not
14 take -- that takes into account the average of the
15 structure itself. And we -- in looking at the area from
16 where the house would have been built.

17 CHAIRMAN KISTNER: So if there's 40 feet of one
18 grade and 20 feet at another grade, they will be
19 proportionate --

20 MR. JAGGI: Yes.

21 CHAIRMAN KISTNER: -- that the one -- the
22 40 feet would have a greater -- that grade would be
23 greater proportion?

24 MR. JAGGI: Right. Yes.

25 MR. MAGRUDER: Where do you measure it from?

1 MR. JAGGI: You measure it from the points -- so
2 if you go back to the ordinance here, you would measure,
3 if it's existing here, if it slopes away from the
4 property, from the structure, you'd measure it at a point
5 6 feet away from the building and you have those
6 elevations, and then you'd average those elevations around
7 the structure to get your mean height.

8 MR. MAGRUDER: Oh, I see. Okay.

9 MR. JAGGI: And this is a -- as we research
10 other cities, there's several of them that do it this way.

11 How that looks on a -- you can see here it's a
12 section drawing, so this is an example to show you how
13 this kind of works. So with a new house, this is kind of
14 the existing natural grade. When you use this -- when you
15 compute the average grade, it's this reference plane right
16 here. So it doesn't -- and so that average takes into
17 account the average height here and then down here and
18 around the structure.

19 You can see here, this is existing, no change.
20 Existing structure here. In this structure, there's been
21 fill or they call it berming that's been added. Under any
22 scenario, the grade is the same because it's average
23 exist, not what you're doing after.

24 CHAIRMAN KISTNER: And if there's no structure
25 on there, you -- you take -- you grade of the open area

1 before any construction of grading begins?

2 MR. JAGGI: What we would have to do to
3 implement this more correctly, is we would have to
4 integrate that as part of a demolition permit process.

5 So we can -- as a demolition permit, if they're
6 going to be replacing the house, we'd want to get those
7 grades beforehand, otherwise we would take the grade in
8 its natural state after.

9 CHAIRMAN KISTNER: Okay.

10 MR. ROVAK: Would that be then based on -- and
11 it's not a demo project, if this is a bare lot.

12 MR. JAGGI: Uh-huh.

13 MR. ROVAK: That would be on the projected, the
14 footprint, 6 foot out from the footprint of the proposed
15 building in that case, is that right?

16 MR. JAGGI: Yes. Well, we want to use existing
17 grade.

18 MR. ROVAK: Well, no, I mean but dealing with
19 the existing grade, with respect to as to where you'd
20 choose it --

21 MR. JAGGI: Uh-huh.

22 MR. ROVAK: -- so you drop the proposed
23 footprint of -- of the building?

24 MR. JAGGI: And then you can measure there --

25 MR. ROVAK: Out 6 feet from that?

1 MR. JAGGI: Yeah.

2 MR. ROVAK: But you're then measuring the
3 existing grade along that perimeter?

4 MR. JAGGI: Right. Where the house would be
5 placed.

6 MR. ROVAK: Okay.

7 CHAIRMAN KISTNER: Because, presumably, there's
8 some properties where demolition has already happened, up
9 on Olive, for example --

10 MR. JAGGI: Yeah.

11 CHAIRMAN KISTNER: -- and so that's already
12 happened. So now it's just, since nobody could get a
13 grading permit -- you can't start any grading without a
14 permit --

15 MR. JAGGI: Correct.

16 CHAIRMAN KISTNER: -- correct?

17 So that would become a part of any sort of
18 grading?

19 MR. JAGGI: Yeah, and you can't -- you can't
20 demolish a house without a permit.

21 CHAIRMAN KISTNER: I knew that. But I'm talking
22 about places that have already had demolition grading.

23 MR. JAGGI: I think the method Mr. Rovak was
24 describing, that's how we would implement that. So we'd
25 have a little bit of rule-making in terms of, you know,

1 how are we going to implement this. And I think that
2 would be a good -- okay, you can place where the
3 structure's going to go if it's a vacant lot. That's how
4 you measure that existing grade as exist today and develop
5 your height from there.

6 MR. ROVAK: Okay. Thank you.

7 MR. JAGGI: Anyway, this -- so this kind of
8 explains how that would work.

9 But the main point is where you have that grade,
10 that doesn't change based on what you're going to do on
11 the lot, that's a fixed grade representation, and then you
12 would measure the height from it. Okay.

13 I'm going to leave the height, unless there's
14 any other questions on that. That's probably the most
15 complicated or technical of these definitions.

16 Whitney was reminding me, we want to make sure
17 we cover additional comments that we may want to receive
18 prior to moving forward from some developers and
19 architects and engineers to get feedback.

20 CHAIRMAN KISTNER: I was going to ask that.

21 MR. JAGGI: Yeah.

22 CHAIRMAN KISTNER: Because, although I'm sure
23 developers want as new of restrictions --

24 MR. JAGGI: Uh-huh.

25 CHAIRMAN KISTNER: -- and, you know,

1 requirements as possible, I do want to know if there are
2 any real hardships that are generated by this.

3 MR. JAGGI: Right.

4 CHAIRMAN KISTNER: So we would -- you'll be
5 bringing that back to --

6 MR. JAGGI: And we'll -- I think we need to
7 cover that before we leave the public hearing or continue
8 it.

9 We have some ideas to get information, so we
10 make sure there's no -- nothing out there that would
11 create a problem.

12 MS. SILVERMAN: Just out of curiosity, how many
13 cities locally have implemented something similar?

14 MR. JAGGI: We have Clayton, Frontenac, Ladue
15 and Olivette, I think are the ones -- they don't use this
16 exact language, but they require existing grades to set
17 height prior to construction.

18 MS. SILVERMAN: But they're doing a similar --

19 MR. JAGGI: They're doing a similar, yeah.

20 Frontenac, I would say, is more restrictive.
21 Frontenac doesn't allow you to add anything to it without
22 specific approval, any fill at all.

23 I think this probably takes care of the concern
24 and speaks to, you know, changes in topography combined
25 with the stormwater ordinance that's there. I think we

1 have enough protection combined.

2 Because you have to account for slope, every lot
3 has slope. So this is a good way to be able to account
4 for that. And not just look at the front of the house or,
5 you know, this -- this gives you an average around the
6 whole structure, so I think it's a good way to --

7 Any other questions on this particular --

8 MR. CARNEY: I have one other question, and you
9 may have covered it.

10 But once you set -- determine that level, and
11 you're showing on this diagram where they put infill, but
12 they could also take your house, to have like a walkout
13 basement, they could take away as long as they had that
14 set height, correct?

15 MR. JAGGI: Correct.

16 MR. CARNEY: And then they met the stormwater
17 requirements?

18 MR. JAGGI: Right.

19 If we get comments back from any of the
20 developers or builders, I suspect that might be one
21 comment we get, is that the market is driving and the
22 consumers prefer walkout basements. They prefer taller
23 ceiling heights in new homes. There's a certain
24 expectation that buyers have for -- for new homes,
25 particularly in this type of market. I would say, you

1 know, that's something that we're probably going to hear,
2 you know, would this prohibit that. I would say it all
3 just depends on, you know, on your grade and your height.

4 MR. ROVAK: Well --

5 MR. JAGGI: It doesn't specifically prohibit it.
6 It just sets --

7 MR. ROVAK: It wouldn't prohibit, I guess, what
8 some concern might be would be when you're talking about
9 measuring height. Once we've established this plane, but
10 if we break that plane with an excavation with a walkout,
11 that they're not stuck with the consideration of that
12 height going down to the bottom of that excavation, but
13 remaining with respect to the building plan.

14 MR. JAGGI: Cause if --

15 MR. ROVAK: Cause from what I've heard, looks
16 like that -- we can be reassured.

17 MR. JAGGI: Yeah.

18 MR. ROVAK: We can reassure them that.

19 MR. JAGGI: Right. I mean here is -- right. It
20 just depends on how you measure that height.

21 MR. ROVAK: Right.

22 MR. JAGGI: And it's -- 35 feet is our height
23 for single-family residential.

24 MS. SILVERMAN: And is that currently --

25 MR. JAGGI: Which, I would just say from our

1 Building Division staff, we did consult with them as well,
2 to see what they thought of this, and they have told us
3 that they're -- it's very rare, in fact, they couldn't
4 even think of one where there's been an application come
5 through where there's been a height concern.

6 We -- we'll be taking more of a closer look at
7 it because it's existing grade, so it's a little more
8 tougher to build a taller home when you're measuring it
9 this way.

10 But 35 feet should get you, you know, should be
11 plenty for height in terms of, you know, the taller first
12 floor ceiling levels.

13 In some cases, it would allow for walkout
14 basements, especially if the existing grade would allow
15 that. It may be a little more difficult to have a walkout
16 basement if you're trying to raise the house up to create
17 that, and that's the issue.

18 But I think that's intentional, that then that
19 becomes a character issue, that goes back to square one is
20 where -- we're -- in order to do that, well, then the
21 house has to be mount -- has to be raised. Then we
22 have -- then it's not in compliance or not in keeping with
23 the character of the existing neighborhood and on and on.

24 MS. SILVERMAN: But there -- there are certainly
25 ways around that too. I mean if you have that -- if you

1 have your walkout basement in the shallow side, and you
2 have something that doesn't have two stories, then it's
3 just one story, and then the second story doesn't go over
4 that part, you can easily get around that.

5 CHAIRMAN KISTNER: Mr. Lumley.

6 MR. LUMLEY: Just occurred to me, do we -- do we
7 have concerns about the castle-like towers that are pretty
8 common architectural feature? Is that height limited as
9 well, or are we looking at the height of the main
10 structure?

11 MR. JAGGI: We would look at the highest roof
12 structure, the mean height to that.

13 MR. LUMLEY: So, okay, so they can't add the
14 Rapunzel tower. Okay.

15 MR. JAGGI: You can see height typically with
16 chimneys and things like that, but if it's a living area
17 and it's part of the home, we would -- we would count
18 that.

19 MR. LUMLEY: Okay.

20 MR. JAGGI: Yeah.

21 CHAIRMAN KISTNER: And part of that, I mean even
22 if you -- if you were somehow to not count that leveling
23 out, that, you know, the below grade level area, if you
24 happen to be a subdivision behind that's low, those things
25 are monstrous, when you see how tall they are from that

1 back side, that is the, you know, the main grade level
2 perhaps of the subdivision right behind it.

3 MS. SILVERMAN: Right.

4 CHAIRMAN KISTNER: So I'm -- I'm very -- since
5 I've seen some examples of that that created, you know,
6 where there's a difference in grade between two streets,
7 it's really pronounced from the back there, and they look
8 like walls.

9 MR. JAGGI: Town and Country looked at that
10 issue specifically when they did some revisions. If you
11 remember, we had an intern here last summer, with that
12 information, they were looking at that exact -- at that
13 exact issue. The impact on all sides of the home --

14 CHAIRMAN KISTNER: Right.

15 MR. JAGGI: -- not just the front -- just not
16 the street level.

17 CHAIRMAN KISTNER: Not the street level.

18 MR. JAGGI: So, you know, how far do you go, how
19 big of an issue it is, you know, I think this is a -- this
20 is a really good start to see if we can -- I think it
21 addresses kind of everything more comprehensively when you
22 measure in this -- in this fashion without dictating a yes
23 or no on a specific elements of that part of
24 the (inaudible).

25 Okay. So the next topic is permeable pavers for

1 coverages.

2 Again, this is an item that was brought up as
3 part of our Comprehensive Plan, which states the City
4 should look at limiting permeable pavements that doesn't
5 count toward your site coverage requirement.

6 So in the A Single-Family zoning district,
7 that's our most common zoning district, your site coverage
8 is limited 25 percent. Okay. That includes the footprint
9 of the home, driveways. It excludes the small sidewalk
10 areas to the house, I think 4 feet or less, but mostly
11 it's all artscape.

12 What we thought would be a good kind of solution
13 here is, first of all, we think that, you know, we need to
14 give some credit to permeable surfaces because there's an
15 environmental benefit to those, so don't want to come --
16 come down too hard or say, you know, you shouldn't install
17 these things, it's bad.

18 But what we did have some concern with and what
19 we thought might be even more appropriate approach is
20 that -- is to limit that area that counts, cause,
21 otherwise, to most people, if you see these patios and
22 pavers, it looks like artscape, it's still coverage to
23 some degree, it takes out green space.

24 So our -- our -- our position on this is that
25 if -- if we continue to allow permeable pavers, and that

1 could be permeable surfaces including permeable pavers
2 porous concrete, porous asphalts, whatever the case may be,
3 these are engineered systems, so they're not just somebody
4 laying out a brick paver pad, that's not what we're
5 talking about here.

6 These are systems that are designed and
7 engineered to -- to collect stormwater, to have them drain
8 through the system in a -- in a very methodical way. So
9 we're proposing that -- that the credit be limited to
10 50 percent.

11 So if the homeowner is up against that
12 25 percent, they can't add any more coverage without
13 taking it out somewhere. This option would still be
14 available, but it would be counted in half with the
15 surface area.

16 So if you have a 500 square foot permeable paver
17 patio system that's engineered, that's installed and
18 approved correctly, you would be able to count 250 feet of
19 that towards -- towards your calculation.

20 MR. ROVAK: Do we hold residential construction?
21 I mean I'm a big proponent of permeable pavement.

22 MR. JAGGI: Uh-huh.

23 MR. ROVAK: But at the same time, I know what
24 goes into it, and what the requirements are, certainly on
25 an institutional basis, and is there something in our --

1 or will there be something in our code that will hold
2 residential construction to the same standards?

3 In other words, in the depth of subgrade, the
4 depth of our open-graded rock, et cetera, et cetera, are
5 we holding them to those same standards in order to -- to
6 count this?

7 MR. JAGGI: We would have to, under this
8 requirement, we would have to.

9 MR. ROVAK: Okay.

10 MR. JAGGI: I believe we are doing so now,
11 but -- and that -- that was the point I was trying to make
12 is that, you know, it's not a permeable system unless it's
13 engineered to that -- more to that function.

14 Which you're correct, Mr. Rovak, there has to --
15 it has to be an engineered system, and under drain, you
16 have to have certain voids and solid for infill. All that
17 stuff has to be designed to store the amount of water.

18 So, yes, any permit that comes to us, we're
19 going to, okay, if it's permeable paver, you need to show
20 us how this is going to be constructed, and we do get
21 those.

22 CHAIRMAN KISTNER: What about in our commercial,
23 do we have extra coverage available in commercial
24 properties? Do we have a --

25 MR. JAGGI: We count it at 100 percent.

1 There -- the only -- the only incentive we have
2 is on the residential side, and that was on the full 100
3 percent, so we're thinking that that should be brought
4 down to be a little more reasonable. And we can look
5 to -- we can look at other commercial side at some point
6 in the future, but, yeah, we count that 100 percent.

7 CHAIRMAN KISTNER: And Whitney wants to say
8 something.

9 MS. KELLY: I was just going to clarify the site
10 coverage definition for commercial property. Doesn't
11 discuss impermeability or it's just any surface parking --
12 surface parking.

13 We do exclude pedestrian pathways and plazas,
14 which can be covered. That is excluded from site coverage
15 for commercial properties, but any parking lot is required
16 to be counted.

17 MR. ROVAK: So I mean I don't want to get into
18 that now because we have so much --

19 MS. KELLY: Right.

20 MR. ROVAK: -- but is that on the table for some
21 time in the future, that kind of incentive we are -- okay.

22 Thank you.

23 MS. SILVERMAN: What I think I'm hearing, and I
24 certainly would like that to come up at some point, and
25 I --

1 MR. ROVAK: The adoption of the standards may
2 bring some of that --

3 MS. SILVERMAN: Right.

4 MR. ROVAK: -- to the table.

5 MS. SILVERMAN: And I would think for that being
6 100 percent of residential is reasonable.

7 CHAIRMAN KISTNER: Are we -- is this the end of
8 this topic?

9 MR. JAGGI: It is, yes.

10 CHAIRMAN KISTNER: Okay. So I want to just kind
11 of take a quick poll.

12 Does anybody have any concerns about the
13 50 percent or would like to consider something more or
14 less than the 50 percent being proposed?

15 Seems -- yeah, seems reasonable to me, but --

16 MR. MAGRUDER: I like the 50. I wouldn't want
17 to go more than that.

18 MS. SILVERMAN: No, certainly not.

19 CHAIRMAN KISTNER: Okay.

20 MR. CARNEY: I agree.

21 CHAIRMAN KISTNER: All right.

22 MR. JAGGI: Okay. So I'm going to turn it over
23 to Whitney Kelly. She's going to talk to you about the
24 next few topics, and we'll continue in the same way, take
25 questions as we go along.

1 MS. KELLY: Whitney Kelly, City Planner for the
2 City of Creve Coeur.

3 The next few items deal with the sports court,
4 accessory uses and structures and fences and walls, and
5 some minor technical cleanup issues.

6 So as you all --

7 CHAIRMAN KISTNER: One second. There's other
8 people, and people have been coming in to speak, since we
9 are sort of taking comments section by section, if there's
10 anybody who wants to comment on a particular -- I'll get
11 to everybody at the end, but if there's a particular issue
12 that somebody's here to comment on, it might be helpful
13 for you to raise your hand once we start the discussion
14 section of that.

15 MS. KELLY: So as you are aware and often comes
16 up, is sports courts. Under private recreation facility,
17 it specified tennis courts, however, we are now seeing
18 more and more basketball courts and hockey facilities,
19 things like that. We had them come before you under
20 review as the same as tennis court because the fence often
21 requires the same standard as per your review.

22 So we are just looking to include within the
23 definition, you know, basketball court, racquetball court,
24 other game court, and all other similar within private
25 recreation facility, and that they all be set back from

1 the property line at least 15 feet.

2 The second part were patios construction --
3 constructed in conjunction with any other -- with a
4 swimming pool can be a little closer at 10 feet. That's
5 actually just a clarification issue. That was elsewhere
6 in the zoning code, and so we were trying to get all those
7 issues in one area.

8 We had three different areas where swimming
9 pools were covered, so we were trying to get them narrowed
10 down.

11 So, yeah, so then -- and then the rest of that
12 section under 460 dealt with swimming pool fences, so we
13 moved that to fences in general.

14 MR. MAGRUDER: Okay.

15 MS. KELLY: It also talks about -- one of the
16 other things that we often get into is fences and walls
17 are an allowed use or permitted within any required yard
18 provided they meet with Section 405.640, fences, so we've
19 gotten into what is the -- what is the difference between
20 a wall and a fence.

21 We've included that any fence that where it is
22 allowed, it's an ornamental entry column and gate is
23 allowed, but any expansion from that is considered a fence
24 or wall.

25 So we were just simply adding that all -- that

1 walls be included as part of any fence regulation, cause
2 they, essentially, the same, so.

3 We're also seeking to remove hedges from this
4 category because staff does not review private landscape
5 plans for every residential property. We wouldn't be able
6 to -- they've used a hedge as a means of privacy in
7 placement of a fence. We don't want to get involved in
8 regulating those at this time, so we're just removing the
9 hedge from that. That should have been deleted under --
10 in that section, so.

11 CHAIRMAN KISTNER: And allowing the wing walls
12 as decorative elements?

13 MS. KELLY: Right.

14 And this is similar, I think all of you were
15 part of the Bellerive Enclave. When it's considered an
16 extension of the home, generally you've always approved
17 it, so we just thought we would include it as an allowed
18 within the front yard, as long as it's an extension from
19 the home. 5 foot is a general standard that we see a lot
20 of places, so we just included as part of that as 5 feet
21 and kept it relatively small at 4 feet tall.

22 MR. ROVAK: This language consolidates, so yards
23 and fences --

24 MS. KELLY: Correct.

25 MR. ROVAK: Further along in here by -- is there

1 a necessity where we have to make a distinction between
2 yards -- between walls and fences or --

3 MS. KELLY: Yes, it is. The wing wall is -- is
4 when it's attached to the home, and it can be no --
5 project no more into a front yard setback than 5 feet.

6 And this is consistent with unenclosed front
7 porches, structural overhangs are allowed to project
8 within 5 feet of any required yard.

9 So when it's further out into a front yard, that
10 would still prompt your review.

11 MR. ROVAK: No, that's -- that's really not what
12 I meant. I understand that.

13 I'm saying we have, let's say a given location,
14 not a wing wall, it's not an extension, so it is a wall or
15 fence --

16 MS. KELLY: Uh-huh.

17 MR. ROVAK: -- do we then have -- are there some
18 provisions or some reasons where we have to treat walls
19 and fences separately or --

20 MS. KELLY: Yes, that's all under Section
21 405.640.

22 MR. ROVAK: Okay.

23 MS. KELLY: That will be coming up next.

24 MR. ROVAK: Oh, okay.

25 MS. KELLY: Fences and walls. And that's why we

1 started approving all of the swimming pool fences and all
2 of that other stuff within that category.

3 MR. ROVAK: Okay.

4 MS. KELLY: So.

5 And because we currently don't have any actual
6 definitions of columns and gates, we are proposing that
7 they -- that we include stuff.

8 And this is one of our discussion points for
9 tonight, we would like to get your feedback. While we
10 allow columns and gates, it is the fence or wall that
11 requires your Planning and Zoning -- Zoning Commission
12 approval.

13 We often find that it seems rather odd that we
14 would allow such features, like at this home, without
15 review, but in the expansion of that, which would -- the
16 fence was actually denied.

17 And it's inconsistent -- so we tend to think
18 that in -- in this type of setting, the gates and the
19 columns and the fence should all be reviewed at the
20 Planning and Zoning Commission together. To separate them
21 out, to allow for one and not the other, just seemed
22 rather inconsistent with the overall goal and objective --
23 objective of the yard regulations, so.

24 So that is one thing that we would like to have
25 your discussion and input on. This would be a change, so

1 we're defining entry columns to be no more than 24 inches.
2 Because some people are going, hey, I got this 25 foot
3 wide, but it's a column, and so we're just defining it,
4 and that is consistent with what is allowed for a
5 decorative mailbox.

6 And then defining the gate as a movable frame or
7 structure that's -- that's in the opening of a fence or
8 wall and vegetation that is connected to the column for
9 support, so.

10 CHAIRMAN KISTNER: So to the point of that --
11 that mailbox --

12 MS. KELLY: Uh-huh.

13 CHAIRMAN KISTNER: -- is that a column that
14 would then require Planning and Zoning approval?

15 MS. KELLY: No, a mailbox is generally in the
16 right-of-way, and that is specifically allowed through a
17 Public Works permit.

18 CHAIRMAN KISTNER: Okay.

19 MS. KELLY: Or delivery of mail. So we just
20 wanted to keep the standard of the maximum width --

21 CHAIRMAN KISTNER: Okay.

22 MS. KELLY: -- allowed for a decorative column
23 for a mailbox to 24.

24 CHAIRMAN KISTNER: Okay. It doesn't inaugurate
25 any regulations for mailboxes?

1 MS. KELLY: No.

2 CHAIRMAN KISTNER: Okay.

3 MS. KELLY: So this is another photograph where
4 you can see where the mailbox here was allowed, and then
5 the entry columns at the point of entry for the driveway,
6 and then at the corner of the property was allowed, and
7 then you have even another one up here. And we just felt
8 like when they're out in the yard with no connectivity,
9 no -- that they seem inconsistent with the Design
10 Guidelines, and kind of oddly placed them out of
11 character.

12 CHAIRMAN KISTNER: Is there a light -- is it
13 holding a light, is that -- I can't --

14 MS. KELLY: This one -- yeah, this one seems to
15 be holding a little lantern right there. And I can't tell
16 if that one is or not, but I think it is too, so.

17 So that was just an example where like, okay,
18 are you happy -- are you okay with this or do we really --
19 do you --

20 CHAIRMAN KISTNER: To me, that -- that is a
21 reason, sort of a perfect example of why allowing columns
22 without any kind, you know, treating them differently
23 probably does not make any sense.

24 MS. KELLY: Right.

25 MS. SILVERMAN: I would concur. I mean I

1 think if --

2 MR. CARNEY: That looks to be 15 feet from the
3 lot line too, right, is that why they're there?

4 MS. KELLY: Right. And that's -- that's really
5 why we were saying that it really should be, cause the
6 property lines are off 10 to 15 feet from any of the
7 actual road. So to have the columns just kind of out in
8 the middle of the yard seems kind of odd.

9 CHAIRMAN KISTNER: And this doesn't say it can
10 never happen, it simply means it would then require
11 review?

12 MS. KELLY: Right.

13 MR. MAGRUDER: That's an awfully big light pole.

14 MS. KELLY: Yeah. So --

15 MS. SILVERMAN: Now, if they wanted a column
16 that's bigger than 24 inches, that would be possible, you
17 would just have to go to review, is that correct?

18 MS. KELLY: Right.

19 MS. SILVERMAN: Okay.

20 MS. KELLY: And that's actually --

21 CHAIRMAN KISTNER: This has a column at the
22 maximum of 24 inches.

23 MS. KELLY: Yeah.

24 MS. SILVERMAN: So that's as much as the column
25 can be?

1 MS. KELLY: Right. Without review at the
2 Planning and Zoning, and we can certainly clarify the
3 language if it needs to be.

4 But we changed it to -- hold on. If you go to
5 page 19 of your packet, and I have it further down --

6 MS. SILVERMAN: It would be --

7 MS. KELLY: It -- yeah, it's any fence or wall,
8 columns and gates within the front yard setback is, I
9 think, how we were wording it.

10 MS. SILVERMAN: I think --

11 MS. KELLY: Where did it go?

12 MS. SILVERMAN: For the sake of time, I just
13 think that in terms of keeping, you know, if you've got --
14 homes in Creve Coeur vary pretty widely in size --

15 MS. KELLY: Yeah.

16 MS. SILVERMAN: -- 24 inches might look great in
17 front of one and kind of silly in front of another --

18 MS. KELLY: Yeah.

19 MS. SILVERMAN: -- depending upon the -- the
20 size of the home it's going with, so ensuring that it can
21 be --

22 MS. KELLY: Consistent with the overall design
23 and scale of the home.

24 MS. SILVERMAN: Home.

25 MS. KELLY: So if you look at Page No. 19 under

1 Section 405.640, fences and walls.

2 MS. SILVERMAN: Uh-huh.

3 MS. KELLY: C, it's the last sentence that says,
4 "All other walls, entry columns, gates and fence design
5 shall be subject to site development plan approval in
6 accordance with Section 405.1080".

7 MS. SILVERMAN: Okay.

8 MS. KELLY: Yeah --

9 MS. SILVERMAN: If you want to do --

10 MS. KELLY: So if it was larger than --

11 MS. SILVERMAN: So if it's 10 feet.

12 MS. KELLY: Yeah, we could bring it for your
13 review.

14 MS. SILVERMAN: We can -- we can look at it.

15 MS. KELLY: Carl.

16 MR. LUMLEY: Just occurred, do we really want to
17 limit entry columns to require them be connected to a
18 gate?

19 After looking at that picture, it is a
20 freestanding entry column.

21 MS. KELLY: Yeah, we can -- we can look at
22 re-wording that, so if it -- you just want a freestanding
23 column and not connected to the gate, we can look at that.

24 So, but are we feeling comfortable with having
25 it -- the columns moved to Planning and Zoning and gates

1 moved to Planning and Zoning Commission?

2 MS. SILVERMAN: I mean I think it's all in or
3 all out.

4 MS. KELLY: Yeah, that's kind of how we were
5 feeling. The splitting of the hair was getting -- yeah.

6 MS. SILVERMAN: Okay.

7 MS. KELLY: So.

8 So then next is often a discussion point for the
9 planning -- or the Board of Adjustment, which is front
10 porches.

11 And when there is an existing home that was
12 built around mid-century, front porches wasn't part of the
13 normal standard at the time.

14 As styles have changed, people see, you know,
15 want coverage from weather, want a more inviting entry,
16 almost always a front porch is granted, the variance for a
17 front porch is granted.

18 It -- so we have also allowed for that
19 protection into the front yard setback.

20 The current regulation is simply that an
21 unenclosed porch, stepped paved terraces and the current
22 regulation says an unroofed front porch, may project into
23 the side yard, provided that it's no more than 12 feet in
24 width.

25 We also allow a structural overhang, so the roof

1 can protect up to 5 feet. But a lot of the time they
2 can't handle the wind load of just the projection if it's
3 an existing home.

4 And we heard from one of our building plan
5 reviewers in the Building Department that they heard that
6 12 feet is really too narrow to create a more inviting,
7 and you're not adding livable space, it really should be
8 at least 15 feet. Therefore, with bigger homes, we were
9 thinking that we would allow that such porch can project
10 up to 5 feet into the front yard, and that it's up to
11 50 percent of the front elevation.

12 CHAIRMAN KISTNER: And by front elevation,
13 meaning the -- is that the --

14 MS. KELLY: No, the width of the home, yeah,
15 current, so.

16 MS. SILVERMAN: So you can have a front yard --
17 so it can go 5 feet out, and then if your home is 30 feet,
18 then you can have a 15 foot --

19 MS. KELLY: Right.

20 MS. SILVERMAN: -- width?

21 MS. KELLY: Right. Cause that's how we would
22 look at that.

23 MR. MAGRUDER: So is that saying --

24 MR. CARNEY: Would it make sense to maybe go
25 10 feet, if you're going to have a 30-foot porch? I think

1 the scale of that might look better with a little further
2 out too, but --

3 CHAIRMAN KISTNER: That's 5 feet up to. 5 feet
4 is a minimum, but up to.

5 MR. CARNEY: Oh, it's --

6 MS. KELLY: No, that's the depth from the front
7 of the home is the 5 -- 5 feet.

8 MR. CARNEY: It can project into the front yard?

9 MS. KELLY: Right. Can project up to 5 feet, so
10 if they want it bigger, they can just move the house. If
11 they're building new, they can move the house back.

12 The reason why we really wanted to keep it at
13 5 feet is that is consistent with a lot of our other
14 regulations for yard encroachments for structural
15 overhangs, for, you know, the wing walls, and we didn't
16 want to get into examining that whole character.

17 There's always the option -- if they do want
18 larger, there's always the option for a variance. We're
19 just trying to deal with most of the request within this
20 area.

21 MS. SILVERMAN: I mean a 5 foot -- 15 foot front
22 porch is a pretty sizeable --

23 MS. KELLY: Yeah.

24 MS. SILVERMAN: -- porch.

25 MS. KELLY: Uh-huh. So.

1 MR. MAGRUDER: I'm not sure I understand. Such
2 portion of terraces no more than 50 percent of the front
3 elevation.

4 Does that mean you can't have a porch that goes
5 all the way across the front of the house?

6 MS. KELLY: Correct.

7 MR. ROVAK: Yeah, I'm trying to relate this.
8 And I just, in other words, my house, which pre-dates our
9 annexation, and maybe it's nonconforming, I don't know,
10 but it's very typical in my neighborhood where you have a
11 projecting front porch for the, I'll call it the entry,
12 living and dining area --

13 MS. KELLY: Uh-huh.

14 MR. ROVAK: -- and then bedrooms with windows
15 don't have that porch.

16 MS. KELLY: Right.

17 MR. ROVAK: And so it, obviously, I've lived
18 there forever, so it looks very normal to me, but that's
19 the image that I -- I'm getting. So it's a rather large
20 expanse in terms of width --

21 MS. KELLY: Uh-huh.

22 MR. ROVAK: -- along with front elevation.

23 CHAIRMAN KISTNER: Aren't there some though
24 that --

25 MR. ROVAK: It stops when the bedrooms stop --

1 start.

2 CHAIRMAN KISTNER: Aren't there some that are
3 100 percent though? Aren't there some that are
4 100 percent at the front elevation?

5 (Talking over each other.)

6 MS. KELLY: (Inaudible) Board of Adjustment.

7 MR. MAGRUDER: Maybe not in Creve Coeur, but go
8 to Kirkwood, Webster --

9 MS. KELLY: Correct.

10 MR. MAGRUDER: -- cities like that that have
11 some of the older homes that just wrap-around porches and
12 so forth.

13 CHAIRMAN KISTNER: Talk one at a time.

14 MR. MAGRUDER: I'm sort of surprised we're
15 looking at 50 percent here.

16 MS. KELLY: We just wanted to keep it in scale.

17 We felt that the reason that it was specified is
18 unenclosed and unroofed. It was the amount of structure
19 within the setback. So just limiting it to the 50 percent
20 of the elevation provided more than what is currently
21 allowed, but didn't expand it too far where people --
22 where it got back to, well, that's a lot within the
23 setback.

24 So, but if you would like for us to look at
25 wider, we can certainly consider that.

1 MR. MAGRUDER: I don't quite know how to deal
2 with that. If someone wanted to build a home that looked
3 like a home that was built turn of the century with a -- a
4 wrap-around porch, for instance, how would we accommodate
5 that?

6 MS. KELLY: Well, they would have to build it
7 behind the setback.

8 MR. MAGRUDER: Okay.

9 CHAIRMAN KISTNER: So this is only --

10 MR. MAGRUDER: Got you.

11 MS. KELLY: Only allowing the projection up to 5
12 feet.

13 MR. MAGRUDER: The setback?

14 MS. KELLY: Yeah.

15 MR. MAGRUDER: Okay.

16 MS. KELLY: In the setback. They can still do a
17 porch, provided it's moved back beyond the 50 -- 50-foot
18 setback or something.

19 MR. MAGRUDER: That was a huge help. Thank you.

20 MS. KELLY: Yeah.

21 MR. MAGRUDER: That cleared that up for me.

22 CHAIRMAN KISTNER: So if it's not inside the
23 front yard setback, it can be 100 percent of the --

24 MS. KELLY: Correct.

25 MR. MAGRUDER: That helped me a lot. Thank you.

1 MS. KELLY: So if there's not anymore questions,
2 we'll move on to our definition of yards.

3 MR. CARNEY: I have one more thing --

4 MS. KELLY: Okay.

5 MR. CARNEY: -- on the hedges.

6 We don't really regulate hedges now, do we?

7 MS. KELLY: No, we don't. We don't review
8 private landscaping on the private property. So that's --
9 that's what -- why this guy was able to do what he did.

10 MR. MAGRUDER: Yeah, exactly.

11 MS. KELLY: He built a hedge to cover around to
12 the front of the home and added the columns and gates to
13 create more sense of privacy, but we just don't -- we
14 don't have the staff or, you know, someone to go to review
15 everybody's private landscaping.

16 MR. ROVAK: But we do regulate that in terms of
17 corner visibility at intersection corner?

18 MS. KELLY: Pretty much. Although, generally,
19 if the -- if the property lines are 10 to 15 feet back
20 from the road, the visibility at the corner is not an
21 issue.

22 MR. ROVAK: Right.

23 MS. KELLY: Okay.

24 MR. ROVAK: Okay.

25 MS. KELLY: So.

1 CHAIRMAN KISTNER: And then this proposed
2 regulation would not prohibit the columns spaced
3 unconnected by a fence with a hedge, but it would have to
4 come --

5 MS. KELLY: Correct.

6 CHAIRMAN KISTNER: -- for review?

7 MS. KELLY: Correct. Because in that sense,
8 it's pretty much acting as a fence within a front yard.

9 We just don't want to get into regulating
10 landscaping, but columns, they require a building permit
11 and, therefore, we do think that that should be --

12 MR. CARNEY: Thank you.

13 MS. KELLY: And we do have several residents
14 here wishing to talk on this issue, so after Jason speaks,
15 just to let you know.

16 MR. JAGGI: Thank you, Whitney.

17 The next topic is how we define yard areas. So
18 the current way that we do that is our definition of yard
19 really doesn't have a whole lot of predictability to it.

20 And so when -- when you have corner lots, well,
21 what's the front yard and how do I establish the rear yard
22 and the side yard when you have a corner lot, which,
23 essentially, requires two front yard setbacks.

24 We kind of look at a different -- a lot of
25 different variables to make that determination because our

1 ordinance really isn't very detailed in that regard.

2 So right now we kind of look at, you know,
3 what's the prevailing character in the neighborhood, we
4 try to kind of just assign these yard areas based on the
5 proposal, which gets a little difficult, to be honest with
6 you.

7 So what we'd like to do is we'd like to provide
8 some real direct clarity on what's -- how we define yards,
9 particularly for corner lots based upon the dimensions of
10 the lot, not necessarily orientation matters that are kind
11 of subjective in terms of where should the house be
12 positioned on the corner lot. Should it face one street
13 or the other or what happens when it faces the corner,
14 when it addresses the corner, then what do you do.

15 We think there's a better way to kind of look at
16 this. And, again, other cities in the area define yards
17 in this -- in this fashion, Clayton, Ladue and Olivette do
18 it the way that we're proposing that we need.

19 So to revise that -- that ordinance, what we're
20 wanting to do is we would define yard areas based upon the
21 street frontages. So, and particularly on a corner lot,
22 so a corner lot shall have two front yard setback
23 equivalents.

24 So when you're on a corner lot, you're required
25 to have a front yard setback along both street frontages.

1 And then how do you -- how do you determine yard
2 areas, is based upon which frontage has the lesser street
3 frontage and which frontage has the greater frontage.

4 So we would assign the side yard to be opposite
5 of that front yard that has the greater street frontage,
6 and the lesser street frontage, the opposite of that would
7 be the rear yard in all cases.

8 So in that -- in that instance, we wouldn't care
9 about how the house is oriented, that doesn't come into
10 play.

11 It's, basically, it's how the shape of the lot
12 and whether the frontage require -- what are the frontages
13 on both streets. And I'm going to show you some examples
14 of how this would be applied if we went to this -- in this
15 direction.

16 So this is an example of a property, I believe
17 the gentleman is here that owns this property, that's
18 going to speak to you. He had a recent trip to the Board
19 of Adjustment. And I'm sure he's going to support this --
20 this change.

21 So in this particular case, we have a corner
22 lot. There's two street frontages here. The new
23 ordinance would say these are the front yard setback
24 areas, and then the opposite of the greater street
25 dimension of this yard here, the opposite of the side

1 yard, the lesser dimension of street frontage, the
2 opposite of is the rear yard.

3 And you can kind of see, even though this is
4 used as a rear yard in this fashion, it kind of extends
5 over here and you get a lot of variability to, you know,
6 what is actually the rear yard.

7 So in this gentleman's case, you know, I would
8 say both are used as the rear yard. So it becomes very
9 difficult trying to assign these things.

10 This -- this way, how we would define it, would
11 just remove that subjectivity altogether, and we would
12 just look at the lot dimensions and assign it and go from
13 there. There -- there's no other way really that we would
14 be --

15 CHAIRMAN KISTNER: Under the current regulations
16 how would that be?

17 MR. JAGGI: Yeah, so we define this under the
18 current regulations, again, taking into account how all
19 other properties are developed, where the orientation of
20 the house is, we had to determine that this was the rear
21 yard due to that -- that methodology.

22 This area right in here. And then this would be
23 a side area and these are the two front yards.

24 CHAIRMAN KISTNER: So, again, how -- how is how
25 it's viewed today changing to what is proposed?

1 MR. JAGGI: So right here.

2 CHAIRMAN KISTNER: In that picture?

3 MR. JAGGI: Yeah. Okay.

4 In this picture here --

5 CHAIRMAN KISTNER: Yeah.

6 MR. JAGGI: -- we would view this as the side
7 yard.

8 This lot line right here would be the side yard.

9 MS. KELLY: The white.

10 MR. JAGGI: The white line. So this -- I'm
11 sorry. This is your buildable area in this right here.

12 So this takes into account the front, rear and
13 side yard setbacks to approximate the buildable area.

14 And the question is how we -- how do we define
15 yard areas in terms of applying setbacks.

16 CHAIRMAN KISTNER: So in the current, are there
17 still two front yard -- are there two front yards?

18 MR. JAGGI: Yes.

19 CHAIRMAN KISTNER: In the proposed are there
20 still two front yards?

21 MR. JAGGI: Yes. It's just when we have that
22 condition, how do we determine what is the rear yard and
23 what is the side yard.

24 CHAIRMAN KISTNER: Got it. Okay.

25 MS. SILVERMAN: So --

1 MR. JAGGI: So we know the front yards, that's
2 the same, there's no change with how we determine that in
3 terms of applying the setback. You're going to have two
4 front yard setbacks apply to them.

5 But we want to add clarity to what then is the
6 rear yard and what is the side yard on a corner lot.

7 MS. SILVERMAN: So, basically, the City and
8 residents all know going in where --

9 MR. JAGGI: Right.

10 MS. SILVERMAN: -- is where?

11 MR. JAGGI: This question comes up fairly often
12 when we have applications for -- for new homes,
13 particularly where's the rear yard, where's the side yard
14 at the corner lot. It becomes very subjective, quite
15 frankly, and we don't think that's something that we
16 should be doing. It should be very straightforward and
17 predictable --

18 CHAIRMAN KISTNER: So the rear will --

19 MR. JAGGI: -- based on --

20 CHAIRMAN KISTNER: -- always be across from the
21 longer of the two front yards?

22 MR. JAGGI: Correct.

23 Now, the homeowner -- I'm sorry, the short,
24 yeah.

25 It's the shorter street frontage, the opposite

1 of that is the rear yard. The greater street front is the
2 opposite of that is the side yard.

3 Here's another example. This actually was --
4 this was another variance request because due to the
5 unusual shape, it's a corner lot, this is on Mosley here,
6 as we would apply the code if it's written today, or if
7 it's as proposed, you would have two front yards here, the
8 greater street frontage, the opposite is the side yard,
9 which makes a lot of sense, and then this would be the
10 rear yard.

11 You know, in this case you really can't have a
12 rear yard over here. It renders it not buildable.

13 So in a lot of cases this -- this -- applying
14 this makes sense on most properties. This -- this is the
15 way to go.

16 MR. ROVAK: I got lost in the weeds a minute
17 ago.

18 MR. JAGGI: Okay.

19 MR. ROVAK: When you say the opposite. Show me
20 the major street front, and then define. When you say
21 opposite, do you mean on the other side --

22 MR. JAGGI: Yes.

23 MR. ROVAK: -- comparing opposite means --

24 MR. JAGGI: The yard line opposite the front
25 yard with the greater street frontage, so we can go back

1 to the definition right here.

2 The property line opposite to the front yard
3 line with the greater street frontage shall be considered
4 the side yard, and the property line opposite to the front
5 yard line with the lesser street frontage shall be
6 considered the rear yard.

7 Lesser street frontage, opposite rear yard.
8 Greater street frontage, opposite side yard.

9 MS. SILVERMAN: This is more or less all that --
10 similar --

11 MR. JAGGI: Yes.

12 MS. SILVERMAN: -- to their --

13 MR. JAGGI: Another example here, there's two.

14 How would you apply the proposed ordinance on
15 these lots at Conway Lake -- Conway.

16 Again, this particular lot, you actually have
17 three front yard setbacks.

18 MR. MAGRUDER: Uh-huh.

19 MR. JAGGI: You're not going to have a rear
20 yard. You would just have a side yard. Opposite of the
21 greater street frontage, is the side yard, and then you
22 have two front yards.

23 So we wanted to show you that there are
24 different -- different conditions out there. In this
25 case, you actually would not have a rear yard. You

1 have -- because you have three street frontages.

2 But when we apply the definition, the opposite
3 of the greater street frontage is your side, which, in
4 this case, makes -- makes a lot of sense when it's lined
5 up in this fashion.

6 Here on this lot, you can -- you can see how the
7 rules take off --

8 MR. MAGRUDER: It sticks out here.

9 MR. JAGGI: -- opposite side rear, and it would
10 just be applied this way for every property.

11 Another example here, side greater street
12 frontage, opposite side lesser street frontage rear.
13 Opposite of the greater street frontage side, lesser
14 street frontage here.

15 And so we did some surveying. We just wanted to
16 show you some examples of how this would be applied on
17 real lots. We think it lines up very well with the lot
18 with most of the properties that we identified in the
19 city.

20 CHAIRMAN KISTNER: Are the -- the smallest
21 setbacks for side yards?

22 MR. JAGGI: Yes. Yeah, rear yard is 30 feet.

23 MS. KELLY: Correct, generally speaking, we'll
24 just use A-Single Family Residential as our standard here
25 in speaking.

1 The front yard setback is 50 feet, side yard is
2 15 feet or 15 percent of the lot width, whichever is less,
3 and 30 foot rear yard.

4 MR. SCHUH: Did you come up with any
5 examples for some of the things you said?

6 MS. KELLY: Where? I'm sorry what?

7 MR. SCHUH: Absurdities.

8 MR. JAGGI: Absurdities.

9 MS. KELLY: Well, I can just -- so you see this
10 house at one, two. When we look at the -- it's actually
11 angled toward, I think that's Ladue or Conway, I'm not
12 sure, I know if we just look at the normal development
13 pattern, it seems like you would have front, front, this
14 would be a side till it gets about here, 30 feet to the
15 right about there, which just kind of seems odd.

16 And that's if you're looking at the -- how the
17 home is situated on the property.

18 Going back to this one, we determined that the
19 south -- the property to the south is the side yard, cause
20 the home was originally developed to face Mosley Road and
21 only access point was from Mosley Road.

22 So that established this as the rear, and
23 actually -- and this is the side and front and front.

24 However, the existing home was then torn down,
25 and reoriented towards this side road, but because we do

1 not do design reviews of homes, and we don't control how
2 they're oriented on the property, this then, technically,
3 is their side yard, but as it's built, it's designed as
4 their rear yard, so.

5 And on 6 Ladue Meadows, the other reason why we
6 wanted to clarify this, is, again, because his home was
7 developed and oriented towards Ladue Meadows. This
8 established the side, rear and side yard setback. But
9 it's pretty much the same case as this property
10 lengthwise. So he sought a variance to add a room
11 addition to the south and wanting it -- this here.

12 MS. SILVERMAN: Where?

13 MS. KELLY: -- and that was actually denied.

14 He wanted a room addition here to -- but because
15 of the personal nature of the request, the Board of
16 Adjustment denied that.

17 However, we do see this as an inconsistency in
18 our code, and we want it clarified, so we propose moving
19 the definition forward.

20 MR. SCHUH: And it was denied because that was
21 considered the rear?

22 MR. TIM BROUGHTON: Yes.

23 MS. KELLY: Correct.

24 CHAIRMAN KISTNER: It is today.

25 MR. SCHUH: Okay.

1 MS. KELLY: So.

2 MR. SCHUH: Does that not affect -- I assume
3 it's a swimming pool there?

4 MS. KELLY: Yes.

5 MR. SCHUH: Wouldn't that also affect that?

6 MS. KELLY: Well, the -- the swimming pools can
7 be 15 feet from any property line whether it's the --

8 MR. SCHUH: Okay.

9 MS. KELLY: -- side or the rear.

10 MR. SCHUH: Okay. I understand.

11 MS. KELLY: So they probably just put it there
12 to fit it in as best as possible, so.

13 MR. SCHUH: Okay.

14 MR. JAGGI: That's all we had to present in
15 defining yard areas.

16 CHAIRMAN KISTNER: Since we have a -- somebody
17 here from Ladue Meadows, would you like to speak to this?

18 MR. TIM BROUGHTON: Please.

19 CHAIRMAN KISTNER: And if you could just start
20 by stating your name and address.

21 MR. TIM BROUGHTON: Tim Broughton, 6 Ladue
22 Meadows.

23 And, Jason, if you could just scroll back to
24 that slide. Thanks.

25 This is what they're proposing, which would be

1 the side yard being in back, and I did apply for a
2 variance, even though -- and it was denied, even though
3 currently the way the house sits, the minimum allowed
4 building depth isn't even met, if you apply the standard
5 of 30 foot.

6 So if you hold 30 feet off of that line that's
7 currently marked as the south, obviously, it moves it half
8 a distance from the yellow line over. If I could just do
9 this, this will be easier.

10 So, basically, right now I'm limited to a
11 building line that's about here, which is inconsistent.
12 We did try to design around it from, obviously, I'm
13 impeded by a pool that was -- I didn't install it. It was
14 installed about the year I graduated high school, so.

15 And when speaking with my architect in hiring
16 him and showing him the proposed -- showing him the site
17 plan and thinking and brainstorming with him about what we
18 could possibly do to accomplish the addition, he even
19 said, oh, that's no problem, that's your side yard because
20 of all the municipalities he -- municipalities he works
21 in, we're the only one who -- Creve Coeur's the only one
22 that defines it different other than opposite the shorter
23 frontage, so.

24 CHAIRMAN KISTNER: Okay. So you're in favor of
25 this?

1 MR. TIM BROUGHTON: I am very much in favor of
2 it.

3 CHAIRMAN KISTNER: Okay.

4 MR. TIM BROUGHTON: Okay.

5 CHAIRMAN KISTNER: And then another question for
6 you -- not you. For --

7 MR. TIM BROUGHTON: Thank you very much.

8 CHAIRMAN KISTNER: Thank you. Thank you for
9 coming.

10 MS. KELLY: Just on Tim's behalf --

11 MR. TIM BROUGHTON: And I can address that, I
12 know what you're --

13 MS. KELLY: Yeah.

14 MR. TIM BROUGHTON: Okay.

15 MS. KELLY: Okay. So we -- we do realize that
16 we've asked that you hold this for additional review from
17 the Home Builders Association or for property owners
18 regarding some of the more -- the building height, the
19 bigger changes, however, Mr. Broughton's anxious to get
20 started on construction, he's looking to take care of an
21 elderly relative, and so as part of your later discussion,
22 maybe if you feel comfortable in moving forward on some
23 issues, we can look at creating an ordinance for Council
24 on those issues and holding over part of it.

25 CHAIRMAN KISTNER: Okay.

1 MS. KELLY: So.

2 CHAIRMAN KISTNER: The question that I had, so
3 with this change, the new standard would be that the side
4 opposite the longest road would be the side yard, that
5 would not stop somebody from applying for a variance in a
6 situation where that -- that new standard might create a
7 unique difficulty for somebody in the same way that --

8 MS. KELLY: Correct.

9 CHAIRMAN KISTNER: -- Mr. Broughton had applied
10 for a variance. Okay.

11 So it doesn't -- it doesn't foreclose that
12 avenue, it just creates the -- the base standard --

13 MS. KELLY: Correct.

14 CHAIRMAN KISTNER: -- construction?

15 MS. KELLY: And -- and I will say, as being the
16 City Planner for seven and a half years now,
17 Mr. Broughton's is the only case that this would have
18 become an issue for.

19 CHAIRMAN KISTNER: That would seem to argue that
20 we don't really need the change.

21 MS. KELLY: Some people have -- when the actual
22 house has gone up, because of the way it was currently
23 laid out, there was a concern raised by residents. This
24 just gives the standard and creates more uniform approach
25 to all of the property.

1 CHAIRMAN KISTNER: Okay.

2 MR. CARNEY: But they must have given a variance
3 on that other house, that other new house construction.

4 MS. KELLY: They -- they actually did not.

5 MR. CARNEY: They didn't need one?

6 MS. KELLY: No -- for this lot?

7 MR. CARNEY: Yeah.

8 MS. SILVERMAN: That's an old --

9 MS. KELLY: I'm sorry.

10 MS. SILVERMAN: Go ahead.

11 MS. KELLY: Actually, he built it to be fit in
12 with the actual buildable area. He did request to move it
13 forward of the front yard setback at 45 feet to give the
14 larger back yard, but that -- that request was actually
15 denied because it -- it was his design -- his choice to
16 design the home that way, but.

17 CHAIRMAN KISTNER: Does anyone have any
18 additional questions on this matter?

19 MR. SCHUH: I'm curious, and I'm just thinking,
20 this thought just came to me. How does this play with the
21 cul-de-sacs where there's -- does it have any play in
22 where the road curves?

23 MS. KELLY: You just follow the line of the
24 curve of -- for any setback for the -- of the property.

25 MR. SCHUH: Okay.

1 MS. KELLY: So, like you can see here, are you
2 talking about here?

3 MR. SCHUH: I'm asking if it would -- if it
4 would ever change the buildable area?

5 MS. KELLY: No.

6 MR. SCHUH: Okay.

7 MS. KELLY: No.

8 CHAIRMAN KISTNER: Cul-de-sacs don't usually
9 have two frontage.

10 MR. SCHUH: Okay. Okay. I was just thinking
11 that the side yard becomes the front yard at a certain
12 point.

13 MS. KELLY: The front yard is defined as the
14 property line along any street right-of-way.

15 MR. SCHUH: Okay.

16 MS. KELLY: So the front yard is always along a
17 street. It -- this is simply defining the other property
18 line setback -- or the other setback for a property.

19 CHAIRMAN KISTNER: Where there are multiple.

20 MR. SCHUH: Where there's --

21 MS. KELLY: Yeah.

22 MR. SCHUH: Okay. The actual definition of one
23 side don't come into play unless there's multiple streets
24 so.

25 MS. KELLY: Correct.

1 So the next item is fences, which we would like
2 your direction on.

3 Again, as -- as you're aware, as part of any
4 fence that's reviewed, we look at the Design Guidelines.

5 And in it it does talk about chain link fences
6 is discouraged in highly visible public areas where
7 fencing is needed, decorative fencing is encouraged.

8 And the Design Guidelines also talk about the
9 use of natural material and blending in with -- with the
10 environment.

11 So when we have reviewed fences in front yard
12 setbacks you generally have not allowed white vinyl.

13 So we thought that we would go ahead and just --
14 and as the Design Guidelines talk about chain link fences
15 is discouraged, we thought we would just make that a
16 standard, as well as prohibiting the use of white vinyl
17 solid fencing. You can use vinyl as long as it's a darker
18 color, natural color. And this is another discussion we'd
19 like for your review.

20 We would allow black-coated chain link fencing
21 or black netting without your review as long as it was
22 associated within like a tennis court, basketball court,
23 any normal recreation facility, so.

24 So, again, here's where we've changed all of our
25 fencing regulations. We did -- initially tennis courts

1 had to be set back 20 feet, but we just saw -- created a
2 simple standard of 15 feet, and that it only needs your
3 approval should it require nightlight, if they install
4 nightlight.

5 We still review it as part of the site
6 development plan at staff level for site coverage and that
7 kind of thing.

8 Here we get into the fencing should have the
9 nice side facing out, the more public side. So the
10 vertical and horizontal supports should be on the inside,
11 and this is where we put in the last sentence at the
12 bottom, solid type white vinyl fences are prohibited and
13 they may be permitted to -- if it maintains a natural or
14 dark color.

15 And this is pretty consistent with other cities
16 in the area.

17 CHAIRMAN KISTNER: Is that only approved to
18 solid --

19 MS. KELLY: Yes.

20 CHAIRMAN KISTNER: -- white vinyl?

21 MS. KELLY: Yes, solid sight-proof white vinyl,
22 so.

23 CHAIRMAN KISTNER: You're not opposed to -- what
24 do you call that --

25 MS. KELLY: Picket fence. Yeah, we -- and that

1 was something we would like your -- initially we thought
2 maybe we should just get rid of all vinyl, but, because
3 they -- yeah, that seemed kind of overreaching, so we
4 just -- this Board doesn't generally approve the white
5 vinyl. It is such a stark contrast, so we do get some
6 complaints about that as a solid, so.

7 MR. ROVAK: I have a question on that. Because
8 it is not the material, but it's the color and the
9 appearance when it's solid.

10 Do we have that same issue with where it would
11 say wood fences, which are painted white, is that an issue
12 or not issue? Picket fence with spacing.

13 MS. KELLY: Yeah.

14 MR. ROVAK: But, again, if it were a dog-eared
15 paneled 4 inch, 6 inch --

16 MS. KELLY: I haven't --

17 MR. ROVAK: -- paneled fence --

18 MS. KELLY: Yeah.

19 MR. ROVAK: -- tight side to side. If it were
20 wood, but it were painted, is that --

21 MS. KELLY: We have not seen the same issue
22 raised. It's generally been the comments raised from the
23 white vinyl because the -- the painting kind of tends to
24 weather a little better --

25 MR. ROVAK: Okay.

1 MS. KELLY: -- and appears more natural --

2 MR. ROVAK: Okay.

3 MS. KELLY: -- versus the white vinyl.

4 I have not seen a lot of just painted white --
5 white fences other than the picket.

6 MR. ROVAK: Okay.

7 MS. KELLY: Is it -- if that is something that
8 you would like for us to consider --

9 MR. ROVAK: No, I don't want to --

10 MS. KELLY: Okay.

11 MR. ROVAK: -- throw a monkey-wrench. I was
12 just -- maybe it was hypothetical, but it --

13 MS. KELLY: Yeah.

14 CHAIRMAN KISTNER: In that particular Section
15 405.640 --

16 MS. KELLY: Yeah.

17 CHAIRMAN KISTNER: -- with the -- it says, solid
18 sight-proof, white vinyl fences are prohibited, but it
19 just says vinyl fencing, not solid type, so it just says
20 vinyl fencing may, and that should be two words, may be
21 permitted --

22 MS. SILVERMAN: Might be.

23 CHAIRMAN KISTNER: -- provided it maintains a
24 natural color and/or dark.

25 There are -- there are white picket fences that

1 now come in vinyl materials that look wood-like --

2 MS. KELLY: Yeah.

3 CHAIRMAN KISTNER: -- and people choose them
4 because they don't require as much maintenance. Does that
5 sentence, vinyl fencing may be permitted, because it
6 doesn't --

7 MS. KELLY: We can certainly clarify that. We
8 certainly meant it as the solid sight-proof white vinyl,
9 and we certainly meant it as a solid sight-proof vinyl
10 fence could be approved.

11 CHAIRMAN KISTNER: I think it's worth repeating
12 that language --

13 MS. KELLY: Okay.

14 CHAIRMAN KISTNER: -- to be clear.

15 MS. KELLY: And I apologize again that on page
16 20 of your packets there's a lot of other strike-throughs,
17 but -- and I didn't go through them through here, but I
18 did want to bring them up.

19 I'm sorry, let's start at page 19. And this
20 gets into when, on No. C, we were thinking if that -- if
21 you have a home on a corner lot, we often get request for
22 fences within the front yard setback, but it's behind the
23 home.

24 There was a recent request at the Creekside at
25 Mason Subdivision, that corner lot. So we thought we'd --

1 that was approved as long as it's 15 feet from in -- from
2 the property line and it was the open picket -- the open
3 metal decorative style. So we thought we'd just go ahead
4 and add that as a standard, so we don't have to bring all
5 of those before you. Anything more than a 4-foot tall
6 open-slatted decorative metal would require your review.
7 But this is just allowing for simplification of that, and
8 the staff approval as long as it's no closer than 15 feet,
9 and it's clearly on the back of the site.

10 Also, you see we simplified the language
11 regarding swimming pool fences and moved it over from the
12 other variance sections to this -- within this for all
13 fencing.

14 And then the last item -- or -- oh, sorry.

15 CHAIRMAN KISTNER: I'd like to ask people to
16 consider the prohibition on chain link fencing that --
17 other than outside of tennis court.

18 My personal inclination would be to say, yes, of
19 course, but then you look sometimes at a black chain link
20 fence, it can be actually more invisible to the eye than,
21 you know, slatted wood fence, for example. So I think
22 it's worth considering that carefully before we
23 automatically put it in as a prohibition.

24 MR. LUMLEY: I think they're proposing to allow
25 the black painted.

1 CHAIRMAN KISTNER: Well, sports fences, but
2 wasn't it being --

3 MR. LUMLEY: Give an example.

4 MS. KELLY: We were seeing it as just around
5 sports courts as necessary as -- as long as it was black
6 vinyl coated.

7 We were really -- and we can certainly clarify
8 that language. We were really thinking it's the raw metal
9 chain link that we wanted to prevent.

10 MR. ROVAK: Maybe the language would be what
11 we're prohibiting should be spelled out, so --

12 MS. KELLY: Yeah.

13 MR. ROVAK: -- we're looking at bare or
14 galvanized metal or bright metal, something to that
15 effect. But if anodized or painted or vinyl clad in a
16 subdued color is really acceptable to us, then I don't want
17 to use too broad of brush --

18 MS. KELLY: Uh-huh.

19 MR. ROVAK: -- in prohibition.

20 CHAIRMAN KISTNER: I would take a decorative
21 metal any day over that, but just in terms of where we
22 should draw the line, and especially in thinking about it,
23 how it -- what it looks like relative to a, you know, a
24 heavier thicker wood, I'm just -- I'm not sure.

25 MR. ROVAK: Well, I think the language, if

1 our -- if our objection is regarding appearance, not
2 longevity, not, you know, resistance to, if that's what
3 we're really dealing with, and I -- I'd like the language
4 to speak to the appearance rather than to a base material
5 that might or might not have that appearance.

6 MS. KELLY: Well, and I guess that's our
7 question for you is a lot of people foresee any chain link
8 to be a downgraded material, and we have very expensive
9 homes, and so do we want a higher standard than just any
10 chain, even if it's black-coated, except around a
11 recreation facility?

12 MS. SILVERMAN: I don't necessarily see that
13 having a big chain link box in the middle of somebody's
14 backyard is necessarily that much better looking than, you
15 know, they have a wooded area in the back and they're
16 using that black chain link is when they're looking at
17 between the back of their home, and it still looks like a
18 wooded area.

19 CHAIRMAN KISTNER: That's where I -- you know, I
20 mean --

21 MS. KELLY: Yeah.

22 CHAIRMAN KISTNER: -- for me, it's visually
23 thinking about it in those wooded areas, it's actually
24 less of a -- it provides, you know, a security protection,
25 whatever you want to call it, without any real visible

1 appearance.

2 If it was out in the middle of an open yard, and
3 you saw a black chain link fence, it would -- it would
4 have a much different use, so I'm not -- I'm struggling
5 with how to -- cause the idea of getting into, well, you
6 can have it under certain landscaped conditions seems like
7 a place we wouldn't want to go, but I don't think it's
8 always look bad material.

9 MR. JAGGI: We -- we wanted to, I think, the
10 main purpose too is to present these ideas to you about
11 whether we're going too far or right now, we don't
12 prohibit chain link fence, you can put one up.

13 We don't prohibit sight white vinyl fence. You
14 can put one up.

15 That's -- this would be a change to that. And
16 you -- I would say look at the old City Comprehensive
17 Plan, the different types of residential properties we
18 have.

19 You know, by and large, like Whitney said, chain
20 link fences are considered to be a not a very desirable
21 fence, and the metal, galvanized-type of chain link fence.

22 But some -- some neighborhoods have a fair
23 amount, so if they have one now, the proposal would be
24 they can -- they can replace -- if you have one today, you
25 can file a fence permit and replace it. You would be

1 allowed to do it under this code. This would prohibit any
2 new chain link fences from being installed throughout the
3 city in residential areas.

4 Or if you're interested in, okay, we don't want
5 to go that far, then we can look at, you know, requiring
6 some type of coating or something like that.

7 MR. ROVAK: Well, and the other thing is, going
8 back to one of the different issues, are we talking about
9 prohibition or are we just talking about the requirement
10 for review?

11 You know, it's one thing to say we absolutely
12 prohibit, the other is to say we don't automatically grant
13 it, but you would have to have it reviewed by --

14 MS. KELLY: We can -- yeah.

15 MR. ROVAK: -- this Commission or something.

16 MR. MAGRUDER: That's where I was coming from.
17 And part of the issue is where it's located. It's in --

18 MR. ROVAK: Right.

19 MR. MAGRUDER: -- the middle of a great big
20 yard, you can hardly see it from anywhere, is one thing.
21 If it's all the way across the front of the house, that's
22 another thing.

23 I guess I'm being, and years ago, I had a green
24 chain link fence, you know, they come in all colors, I
25 guess where I'm coming from, if we were going to allow

1 chain link fences, they'd have to be reviewed.

2 MR. ROVAK: Yeah, I would tend --

3 CHAIRMAN KISTNER: But we -- we -- and we would
4 need to have standards. Wouldn't just be --

5 MR. ROVAK: Right. And some of that --

6 MR. MAGRUDER: Okay.

7 MR. ROVAK: -- may not absolutely be firm, but
8 there would be something in a preamble that states the
9 basis of the review.

10 MS. KELLY: So if I'm getting -- you're thinking
11 a chain link can be reviewed at the Planning and Zoning
12 Commission or at staff level? Because if it's at the
13 Planning and Zoning Commission, this is where we get into
14 what the Design Guidelines talk about, blending in with
15 the environment. So that preamble would be part of your
16 discussion --

17 MR. ROVAK: Right.

18 MS. KELLY: -- and the black-coated vinyl could
19 be used with that.

20 Or if you're looking at just allowing at the
21 staff -- at staff level, then, yes, we would want it
22 defined.

23 CHAIRMAN KISTNER: If we -- if we want to have a
24 standard along the lines of black chain link or darkly
25 colored chain link fence, could -- could be permitted

1 where it would blend into the environment, is that --

2 MR. ROVAK: I'm sorry.

3 CHAIRMAN KISTNER: -- could that -- is that
4 something that you would be comfortable with at staff
5 level with that kind of guideline, or if we want to have
6 that kind of direction, should it be at the Planning and
7 Zoning level?

8 MS. KELLY: I -- I think we could -- we could
9 work on something.

10 MR. JAGGI: I don't want staff to make
11 subjective opinions on designs. So I would say we would
12 not do that.

13 I think it needs to be if you have enough clear
14 direction on what type of chain link fence would be
15 acceptable, then let's put that in the code and just be at
16 a permit level.

17 CHAIRMAN KISTNER: But under certain --

18 MS. KELLY: Under certain --

19 MR. JAGGI: Right. But if we're talking about
20 that blends in the environment, that has to be a certain
21 color, that -- that is very tough for us to judge on that
22 type of thing.

23 But if we say no exposed metal chain link
24 fences, well, then that's easy for us to deal with. You
25 have to go coated. I wouldn't expect they're going to do

1 hot pink, hopefully not. You know, they're typically
2 green, black or brown, and if that's just generally
3 acceptable versus an exposed chain link fence, then --

4 CHAIRMAN KISTNER: Right.

5 MR. JAGGI: -- that's what I would prefer.

6 CHAIRMAN KISTNER: But just want to be clear.

7 MR. JAGGI: Uh-huh.

8 CHAIRMAN KISTNER: Where I think what I'm
9 hearing is we're comfortable with the prohibition on white
10 solid vinyl --

11 MR. JAGGI: Okay.

12 CHAIRMAN KISTNER: -- and the allowing the --
13 the black chain link or the netting around sport fences --

14 MR. JAGGI: Uh-huh.

15 CHAIRMAN KISTNER: -- and, you know, the
16 decorative metal and other natural wood everywhere.

17 MR. JAGGI: Uh-huh.

18 CHAIRMAN KISTNER: Chain link would be
19 prohibited without Planning and Zoning approval, and those
20 would be judged based on whether or not they blended into
21 the environment, is kind of what I'm --

22 MR. MAGRUDER: I'm okay with that. I sure don't
23 want to see one all the way across the front of -- the
24 front of a house in any color.

25 MR. JAGGI: Well, if it's in the front yard,

1 it's got to come here anyway.

2 MS. KELLY: Yeah.

3 MR. JAGGI: So we just want to make sure. This
4 would be, you're saying any -- any chain link fence that
5 somebody proposes in any part of their yard, you have to
6 get P and Z approval for. That's a big change.

7 MS. SILVERMAN: The other concern that I have
8 about where we're at now, kind of since we're in
9 discussion, is that I think we have to be honorable to the
10 different neighborhoods that we have in Creve Coeur. Are
11 we setting a standard that certain neighborhoods aren't,
12 just in terms of property value and what people in those
13 homes can afford, I mean are we setting a standard for
14 somebody can't put up a fence in order for security
15 measures, I think like that? I mean are we pricing people
16 out of putting in a fence with that ordinance?

17 MR. CARNEY: I -- I don't feel comfortable
18 having us decide if their yard qualifies as esthetically
19 right for a chain link, and his neighbor may not have
20 enough trees to qualify.

21 I think we're splitting hairs a little bit when
22 we get into that. So I lean towards more like allowing
23 coated chain link fences, but not -- not regular chain
24 link, and let staff make a decision.

25 It would still have to be in a rear yard, it

1 would still be subject the only other height restrictions
2 and so forth.

3 MS. SILVERMAN: And I think we could even be
4 clear on what colors to ensure --

5 MS. KELLY: Yeah, we can say dark, black, green,
6 you know, the dark colors.

7 MR. JAGGI: What colors would be.

8 MS. KELLY: Yeah.

9 CHAIRMAN KISTNER: Fences right now are not
10 fully permitted in the rear yard, so.

11 MR. CARNEY: Side or rear --

12 CHAIRMAN KISTNER: Yeah, do we --

13 MR. CARNEY: -- restrictions.

14 CHAIRMAN KISTNER: Yeah, I mean chain link
15 fences in the side yards, I -- I would rather see a
16 prohibition.

17 If we can't -- if we can't limit -- if we can't
18 comfortably limit the circumstances for chain link fences,
19 then I probably lean towards having none, even though I
20 think there are circumstances where they would be
21 perfectly appropriate.

22 MS. SILVERMAN: Is there a way to set the
23 standard in terms of how far forward they can come in the
24 side yard?

25 MR. JAGGI: Usually they're on the perimeter of

1 the property.

2 MS. KELLY: Yes, all fences are allowed within
3 any yard regulation. It's only when it's within a front
4 yard setback or over 6 feet tall that it requires Planning
5 and Zoning Commission review.

6 MS. SILVERMAN: But if that changed, so that if
7 it came in front of the rear of the home, it needed to --
8 to come to Planning and Zoning.

9 Like would you be -- I mean that way although
10 it's not on that rear yard setback, it is still in the
11 rear of the home.

12 MS. KELLY: I would have a -- a difficult time,
13 if the house built at the 50-foot setback, it's another
14 50 feet, he's just connecting -- he has the chain link
15 fence and wants to bring it to the --

16 MR. JAGGI: There's an example, if you want
17 to --

18 MS. KELLY: Yeah.

19 MR. JAGGI: -- show (inaudible).

20 MS. KELLY: Yeah. So I think it would be very
21 difficult. I mean pretend this isn't a road, this is just
22 the rear yard.

23 MS. SILVERMAN: Sure.

24 MS. KELLY: But like a fence can go up to here,
25 to the property line, to the rear yard and to here, it

1 just can't go in the front yard setback.

2 MS. SILVERMAN: Got it.

3 MS. KELLY: If he -- if we're saying we're okay
4 with the chain link fence here, but suddenly you get to
5 this point --

6 MS. SILVERMAN: Then you got to swith it over to
7 some other material, I guess.

8 MS. KELLY: That requires going to Planning and
9 Zoning Commission. That becomes a little difficult to try
10 to explain what's the difference with here.

11 MS. SILVERMAN: And here?

12 MS. KELLY: Yeah.

13 MS. SILVERMAN: I get you.

14 MR. MAGRUDER: Well, but if that's -- is a road
15 and you have chain link there, I don't much care for it.

16 MS. SILVERMAN: That's front yard.

17 MR. MAGRUDER: No.

18 VOICE: Front yard.

19 MS. KELLY: As is, if someone wanted to put up a
20 fence right here, that would require your approval.

21 The -- the current proposal is if you're 15 feet
22 back and you're the open-slatted, like the swimming pool
23 or decorative metal, that can come -- that can be approved
24 at the staff level as well.

25 MR. MAGRUDER: Okay.

1 MS. KELLY: Anything beyond that requires your
2 review and approval.

3 MR. MAGRUDER: I guess where I'm coming from is
4 that you see either front or back, both are visible from a
5 road, and I don't much care for the chain link fence
6 visible from the road.

7 MS. KELLY: So, yes. So, yes, it would be still
8 visible from here --

9 MR. MAGRUDER: Yeah.

10 MS. KELLY: -- from the front of the -- from the
11 front of the home.

12 MR. MAGRUDER: If you hadn't guessed, I'm not a
13 big chain link fence fan, so.

14 CHAIRMAN KISTNER: I'm leaning towards -- I'm
15 leaning towards the staff recommendation as it's been
16 presented here and not making a change to that. Other?

17 MR. CARNEY: If the language said discourage
18 chain link fences, are you saying --

19 MS. KELLY: That the language -- where did it
20 go. The -- this is actually just part of our Design
21 Guidelines where it says chain link fencing is
22 discouraged, and we only review projects when -- per the
23 Design Guidelines when they come before you. So we're
24 just proposing that for residential developments, which
25 don't come before you, that we just go ahead and prohibit

1 it.

2 That is -- this is -- when we do have chain link
3 fencing, that goes up, this and the white vinyl are the
4 two people call and go, I thought -- I didn't think we
5 allowed it, how are you allowing it.

6 MR. MAGRUDER: Uh-huh.

7 MS. KELLY: So this is why it -- it is the two
8 most common comments we get on fencing.

9 MR. CARNEY: Well, my -- my feeling, I think we
10 should allow the coated vinyl fencing for any new fence.

11 And one of the other reasons I think that is
12 that the City just constructed a huge chain link fence
13 along the golf course, and I think that kind of opens it
14 up for an issue.

15 MS. KELLY: Well, we did limit this to
16 residential because we did think about, you know, we have
17 the golf course, the racket club that is in a residential
18 district where you would normally see a lot of chain link
19 fencing. So we did leave it -- this requirement for the
20 chain link prohibit it's just on the private residential
21 development because --

22 MR. CARNEY: Well, I understand --

23 MS. KELLY: -- any conditional use --

24 MR. CARNEY: -- that, but it borders around a
25 residential area, and the City doesn't take the trouble to

1 put up the type of fencing we're demanding the residents
2 put up, so I have a -- just an issue with that, so.

3 And I think -- I agree that, I think the dark
4 black chain link fence can look much nicer than a lot of
5 other fencing and it's not cheap. I don't think they're
6 going to get a ton of people that are going to be putting
7 this fencing up when they compare it to the other price of
8 fencing.

9 MS. SILVERMAN: A chain link fence is going to
10 look better than a cheaper stockade fence, it's going to
11 look better for years.

12 CHAIRMAN KISTNER: The Design Guidelines
13 discourage them. I don't know how we -- how do we honor
14 discouraging something and -- and not have a restriction
15 on it?

16 MS. KELLY: Correct. And I will say, we don't
17 get a lot of chain link fencing requests. If it -- if we
18 do get some that are replacement, we see that as a
19 nonconforming and you can repair and replace.

20 We would ask that they go to black coated, if
21 possible, but any new, we -- we don't see a lot of it.
22 Our property values are very high, and they don't
23 generally promote someone wanting a chain link fence.

24 MR. MAGRUDER: But I agree with you, I don't
25 know how you enforce discourage.

1 MS. KELLY: Yeah. Really the only way to force
2 discourage is a prohibition, which is why we thought we
3 would bring it for your discussion.

4 MR. CARNEY: I also think it's an issue when we
5 allow a 10-foot fence around a sport court, and it can be
6 chain link, and the next door neighbor wants to put 4 foot
7 fence, I think that's another issue.

8 CHAIRMAN KISTNER: Although sport courts are
9 generally a much smaller area than lining a whole --

10 MS. KELLY: Right.

11 CHAIRMAN KISTNER: -- and they're further
12 inside.

13 MS. KELLY: Right, they have to be --

14 CHAIRMAN KISTNER: They're not as close.

15 MS. KELLY: -- 15 feet from any property line.

16 CHAIRMAN KISTNER: The fencing would be pretty
17 much --

18 MS. KELLY: A normal fence, yes, but a fence
19 associated with a sports court can be --

20 CHAIRMAN KISTNER: Right, I'm talking about --

21 MS. KELLY: Yeah.

22 CHAIRMAN KISTNER: -- in comparison.

23 MS. KELLY: Yeah.

24 MR. SCHUH: I think where someone could still
25 come to the Commission and ask for permission to use a

1 chain link fence in their back yard (inaudible).

2 CHAIRMAN KISTNER: Not under those.

3 MR. ROVAK: You'd need a variance. At that
4 point, you would need a variance.

5 MR. SCHUH: Need a variance. Okay. But they
6 could go and get a variance?

7 VOICE: Probably not.

8 MS. KELLY: Probably not a good request for
9 variance.

10 So if you want to allow your review of chain
11 link, we would need to build that into the code.

12 CHAIRMAN KISTNER: And you -- you're not
13 comfortable with -- I'm just going to say chain link
14 fences where they are substantially obscured by vegetation
15 or -- on one side or, first of all, vegetation is gone
16 part of the year or --

17 MS. SILVERMAN: It can be removed.

18 CHAIRMAN KISTNER: -- it can be removed, yeah.

19 MR. JAGGI: I wouldn't recommend that, going
20 down that road. I think we either have to allow it as is
21 where we just don't address it, or we can say we allow it,
22 but it has to be coated with -- and we can specify the
23 colors that would be acceptable.

24 I really think that's probably the best way to
25 do it.

1 MS. KELLY: Yeah.

2 MR. JAGGI: We can certainly build in where
3 folks have to come to P&Z, but then, you know, then you
4 got to look at all these variables and, you know, if it's
5 allowed, okay, here's how we allow it, and that's easier
6 for everyone. I --

7 MS. KELLY: And we are trying to lower the
8 number of requests before you.

9 CHAIRMAN KISTNER: Yeah. So where -- can we
10 take a little bit of a straw poll here and tell me,
11 prohibition or not?

12 MR. MAGRUDER: As far as I'm concerned, don't
13 care for chain link fence, however, coated chain link
14 seems to be the best alternative that we have in front of
15 us, so I'd be comfortable with that.

16 CHAIRMAN KISTNER: So you'd be in favor of
17 allowing chain link fences as long as they're --

18 MR. MAGRUDER: As long as it's coated.

19 CHAIRMAN KISTNER: -- a darker --

20 MR. MAGRUDER: A dark coating.

21 MS. SILVERMAN: I don't care for it either. I
22 do think you can discourage it without prohibiting it, and
23 I -- I would agree with a lot of the points that
24 Mr. Carney raised, although I certainly understand the --

25 MR. ROVAK: I'm going the same.

1 CHAIRMAN KISTNER: All right. Well, we're
2 already over a majority, so.

3 So that seems to be the prevailing. Does anyone
4 else want to raise a strong alternative opinion as in --

5 MR. SCHUH: I think it's worth remembering, and
6 I think Ms. Silverman raised this point, that it's -- it's
7 a different situation in different neighborhoods.

8 MR. MAGRUDER: Exactly.

9 MR. SCHUH: And if we're talking about a
10 neighborhood with million dollar homes, that's very
11 different than one where there aren't million dollar
12 homes, and the property value isn't going to be affected
13 by the presence of a chain link fence next door.

14 CHAIRMAN KISTNER: Right. Chain link fence can
15 go if somebody chooses to in the, you know, areas where
16 people have very high property values, and they see that
17 as lowering of property values.

18 MR. ROVAK: Yeah. Go ahead.

19 MS. SILVERMAN: You can have neighborhoods can
20 set up their own what kind of fencing you can and cannot
21 have, is that correct or no?

22 MR. JAGGI: Yes, they do, but if we have
23 prohibition that says you can't install fence, we -- we
24 can't issue a permit if it -- if it's --

25 MS. SILVERMAN: Right.

1 MR. JAGGI: -- not allowed.

2 MS. SILVERMAN: But if we --

3 MR. JAGGI: But, typically, they're more
4 restricted in the city.

5 MS. SILVERMAN: That's what I'm saying, cause we
6 don't prohibit chain link fencing, neighborhood indentures
7 certainly could?

8 MR. JAGGI: Yes. Correct.

9 MS. SILVERMAN: And so it could be handled by a
10 neighborhood -- I think, for instance, my neighborhood, I
11 think.

12 MR. JAGGI: So, everything we're talking about
13 would be allowed on a city-wide basis --

14 MS. SILVERMAN: Right.

15 MR. JAGGI: -- irrespective of indentures or
16 housing prices or --

17 MS. SILVERMAN: I'm -- I'm not --

18 MR. JAGGI: -- whatever the case may be.

19 MS. SILVERMAN: -- not comfortable, I think, on
20 a city-wide basis completely prohibiting chain link.

21 CHAIRMAN KISTNER: But I think everybody's in
22 favor of --

23 MR. JAGGI: Coated.

24 MS. SILVERMAN: Coated.

25 CHAIRMAN KISTNER: Well, coated. Call it the

1 dark color.

2 MS. KELLY: So we would -- we would just look to
3 amend the last sentence on "G" to say, raw metal chain
4 link fencing is prohibited. Black -- Black dark coated
5 may be permitted or -- or --

6 MR. ROVAK: Something to that effect.

7 MR. JAGGI: Is permitted.

8 MS. KELLY: Is permitted.

9 MS. SILVERMAN: It's just -- I mean I think you
10 can even say discouraged but permitted.

11 I think, for instance, all of that in their
12 ordinance about front facing garage, it says that it's
13 discouraged, but permitted in --

14 MR. JAGGI: I would -- I would not recommend
15 that language in an ordinance.

16 We have encouraged, suggested, as a guideline --

17 MS. KELLY: Yeah.

18 MR. JAGGI: -- because that requires your --
19 your application to that as a review.

20 When we have staff review, we don't want to get
21 into that type of discussion if we can avoid it. So
22 there's the difference of why it's written different.

23 CHAIRMAN KISTNER: No, you don't really want
24 that, do you?

25 MR. JAGGI: Jason thinks that should not go

1 there, and I can -- then I'm in a quandary -- or Whitney,
2 so whatever the case may be.

3 CHAIRMAN KISTNER: Okay. I think we --

4 MR. JAGGI: The more direct we can make it, I
5 think the --

6 CHAIRMAN KISTNER: I think -- I think we've
7 worked this one over all the way.

8 MR. JAGGI: We figured it would generate a lot
9 of discussion.

10 CHAIRMAN KISTNER: All right.

11 MR. MAGRUDER: You were right.

12 CHAIRMAN KISTNER: Are we done?

13 MS. KELLY: Let's see. Oh, driveways.

14 MR. JAGGI: Yeah, just briefly on this.

15 So, again, this is more of a clarification that
16 we thought that occasionally, this has come up recently,
17 you know, we don't allow paved -- we don't allow
18 surfaces to be -- parking lots to not be paved in
19 residences. So if you have a driveway, it has to be
20 paved. If there's existing gravel driveways, they're
21 nonconforming.

22 So we just wanted to clarify when we say paved
23 we mean that it's either asphalt, concrete or pavers here,
24 any of the -- either of those three, we would consider
25 that to be an approved paved surface.

1 CHAIRMAN KISTNER: How about decorative rock,
2 you know, the fine high-end --

3 MR. JAGGI: As written, no, we wouldn't consider
4 that.

5 MR. ROVAK: Usually that's a surface material
6 that's applied to another type of pavement. They use
7 sometimes epoxy.

8 MR. JAGGI: Exposed aggregate, concrete.

9 MR. ROVAK: Yeah, they have the appearance of
10 that, but there is a --

11 CHAIRMAN KISTNER: The ones I've been on have
12 been real.

13 MR. ROVAK: Loose gravel?

14 CHAIRMAN KISTNER: Yeah.

15 MR. ROVAK: I don't think we want that.

16 CHAIRMAN KISTNER: Don't have to rake them all
17 the time.

18 MR. JAGGI: Yeah, so none of that would -- would
19 be allowed under this proposal.

20 CHAIRMAN KISTNER: I mean that's considered a
21 very high-end treatment.

22 MR. ROVAK: This is just a question, it doesn't
23 truly apply here. But do our building codes have
24 standards for flatwork or concrete flatwork?

25 MR. JAGGI: Do our building?

1 MR. ROVAK: I know it doesn't come under this.

2 Until we have something must be paved, and I've
3 seen in some very relatively high-end neighborhoods where,
4 absolutely, it, obviously, after six to seven years of,
5 I'll say, combination of load and weather, concrete has
6 totally deteriorated in some areas where it was,
7 obviously, it was never tested. It was never designed
8 with specification thickness or curing strength or had any
9 kind of subgrade. That's not for our --

10 MR. JAGGI: Correct.

11 MR. ROVAK: I just want to know, does that exist
12 though in -- the neighborhood I'm thinking of was built
13 just before the annexation took place and sort of sneaked
14 in. And the concrete is just everywhere deteriorating.

15 MR. JAGGI: Uh-huh.

16 MR. ROVAK: If something is built to our own
17 standards, do we have standards that include flatwork or
18 is it just the structure?

19 MR. JAGGI: Structure. We don't -- we don't
20 review specifically flatwork for permitting in terms of
21 inspecting concrete pours or anything like that.

22 MR. ROVAK: Okay. Or specifications for it?

23 MR. JAGGI: Right. No. I'm going to --
24 Whitney's saying, well, in some cases we do.

25 So I think I'm going to get -- but in general,

1 we do not, if somebody said I want to pour a patio, do I
2 need a permit for that.

3 MR. ROVAK: I -- I'm thinking of subdivision,
4 yeah, not an individual patio.

5 MR. JAGGI: Now, if this is part of a new -- new
6 home, you know, we would --

7 MR. ROVAK: Yes.

8 MR. JAGGI: -- look at the whole thing. That
9 may be a little bit different, but specifically I don't
10 think we do, but we'll clarify.

11 MR. ROVAK: Just curious.

12 MR. JAGGI: But this, for zoning purposes, it
13 would define what's an improved surface and it would be
14 one of the three we would consider to be.

15 So if it's decorative gravel, if it's pea
16 gravel, if it's whatever gravel, this -- it would not meet
17 with this definition as we're proposing.

18 MR. ROVAK: Okay. I can deal with that. You
19 can still get that appearance on a truly improved surface.

20 CHAIRMAN KISTNER: I don't know about the
21 material to whether we're ruling out a, you know, trending
22 high-end driveway type that people might want.

23 MR. JAGGI: I don't think that we see any that
24 are really -- that are -- have that gravel even
25 decorativeness.

1 MS. SILVERMAN: I think the reality the weather
2 here, I think it is a trending high-end, probably not in
3 this area given weather conditions would make it --

4 CHAIRMAN KISTNER: Good luck shoveling your
5 driveway.

6 MS. SILVERMAN: Yeah.

7 MR. JAGGI: Yeah, slope in your road --

8 MR. ROVAK: Yeah, I think.

9 MR. JAGGI: -- you're really --

10 MR. ROVAK: I think it would be appearing as
11 it's -- it's a low-end cheap way to look at pervious
12 surfaces as if they were pervious surfaces.

13 CHAIRMAN KISTNER: Yeah, the places that I've
14 seen were not doing it on the cheap.

15 MR. ROVAK: They have, technically, but they may
16 have been creating it.

17 MR. JAGGI: I would say if you want a really
18 nice high-end look, you have to get a paver system.

19 Bricks or stone, you know, there are plenty of
20 those out there that would meet and not create runoff
21 problems and maintenance issues, and, you know, all the
22 dust and everything else that is (inaudible).

23 MS. SILVERMAN: I think this is going to fix
24 more problems than it creates.

25 MR. MAGRUDER: I agree.

1 MR. JAGGI: So the last item is just
2 a correction item. It's -- there's no discretionary
3 review on your part.

4 We just want, as the City, as the application to
5 this -- to this request, we did notice that there is a
6 correction, we would view this as a correction, not
7 discretionary. We're just letting you know that there's
8 an item that we need to clean up in the City's Code of
9 Ordinances, Section 405.1030 that speaks to the
10 Commission's powers in terms of developing and adopting a
11 comprehensive plan.

12 Just went through this. It did not advance to
13 the City Council. That authority rests with you for State
14 statute. So this would correct our ordinance, which
15 says -- it goes on to City Council, and they approve it.
16 And that's simply not the case per state law, so while
17 we're doing this, we just wanted to make that correction,
18 so I just wanted to let you know about that.

19 If there's no other questions -- anybody else in
20 the audience?

21 CHAIRMAN KISTNER: I want to ask if there's --

22 MR. JAGGI: Uh-huh.

23 CHAIRMAN KISTNER: -- any other --

24 MR. JAGGI: Yeah.

25 CHAIRMAN KISTNER: -- comments from anybody in

1 the audience about any of the matters we have talked
2 about?

3 If not, then we have a discussion. I think the
4 general recommendation from staff is that we continue the
5 public hearing so that -- to provide -- give staff some
6 time to get some additional outreach to local home
7 builders.

8 But we also have the question of moving forward,
9 if we so choose, the changes regarding the front yard
10 setback, and actually approving those tonight as opposed
11 to having them move forward in the continuation.

12 I don't think the home builders would likely
13 have any comment on that section. I'm thinking building
14 height is the one that they might have more interest in,
15 but --

16 MR. JAGGI: It's hard -- it's hard to say for
17 sure. I would -- I would tend to agree with you though.

18 We were going to present all this information,
19 just give them an opportunity to comment on it. But if
20 you felt comfortable that there's -- there's no concern,
21 we could try to forward it to City Council and split that
22 off. It's really -- it's really up to your decision.

23 I know this homeowner's been waiting anxiously,
24 but we do have a process and we have to kind of take it
25 through the whole process, but if you're inclined to do

1 so, we could -- we could split that up, try to move it
2 forward to Council.

3 MR. ROVAK: HOA could -- I mean HBA could
4 comment at that level if they have an issue with it when
5 it comes before Council. So I don't see why we can't move
6 it -- break it off right now, to move it to Council.
7 They'll have a shot at it if --

8 CHAIRMAN KISTNER: The fact that Olivette,
9 Clayton and Ladue have the same language is fairly --

10 MR. MAGRUDER: Well, it's pretty clarifying too.

11 MS. SILVERMAN: I think it makes it easier for
12 developers and residents alike. I mean it takes the
13 subjective nature out of it and you know what you got.

14 CHAIRMAN KISTNER: So the procedural matter, do
15 we continue the hearing first and then have a vote for
16 that particular section or the other way around?

17 MR. LUMLEY: I think you'd indicate you're
18 continuing the hearing as to all items except for that one
19 and have a vote on that one.

20 CHAIRMAN KISTNER: Okay.

21 MR. MAGRUDER: Okay.

22 CHAIRMAN KISTNER: And do we need to refer to a
23 section number or simply refer to the front yard setback?

24 MR. LUMLEY: It's not a setback. Definition of
25 yards.

1 CHAIRMAN KISTNER: Oh, that's right. I was
2 reading off the --

3 MR. JAGGI: The definitions section.

4 MS. KELLY: Section 405 --

5 MR. LUMLEY: Since we're going to conclude the
6 hearing, at least in part, I'll offer the following
7 exhibits: Documentation in possession of the City Clerk
8 reflecting the public notice, the staff report on this
9 matter, Mr. Jaggi's and Ms. Kelly's PowerPoint
10 presentation, City Code of Ordinances and Charter, the
11 City's Comprehensive Plan 2030, the public file regarding
12 these text amendments.

13 CHAIRMAN KISTNER: Someone like to make a motion
14 to continue the public hearing on the proposed text
15 amendment except for those pertaining to --

16 MR. SCHUH: So moved.

17 MR. MAGRUDER: I'll second.

18 CHAIRMAN KISTNER: Any further discussion?
19 Ready for a vote?

20 Mr. Magruder?

21 MR. MAGRUDER: Aye.

22 CHAIRMAN KISTNER: Ms. Silverman?

23 MS. SILVERMAN: Aye.

24 CHAIRMAN KISTNER: Mr. Rovak?

25 MR. ROVAK: Aye.

1 CHAIRMAN KISTNER: Mr. Carney?

2 MR. CARNEY: Aye.

3 CHAIRMAN KISTNER: Ms. Hall?

4 MS. HALL: Aye.

5 CHAIRMAN KISTNER: Mr. Schuh?

6 MR. SCHUH: Aye.

7 CHAIRMAN KISTNER: Chair votes aye. So --

8 MR. LUMLEY: Need another motion -- make a
9 motion to recommend approval by the City Council of the
10 changes in the yard definitions.

11 MR. MAGRUDER: I so move.

12 MR. CARNEY: Second.

13 CHAIRMAN KISTNER: All right.

14 Further discussion?

15 Ready for a vote?

16 Mr. Carney?

17 MR. CARNEY: Aye.

18 CHAIRMAN KISTNER: Ms. Hall?

19 MS. HALL: Aye.

20 CHAIRMAN KISTNER: Mr. Schuh?

21 MR. SCHUH: Aye.

22 CHAIRMAN KISTNER: Mr. Rovak?

23 MR. ROVAK: Aye.

24 CHAIRMAN KISTNER: Ms. Silverman?

25 MS. SILVERMAN: Aye.

1 CHAIRMAN KISTNER: Mr. Magruder?

2 MR. MAGRUDER: Aye.

3 CHAIRMAN KISTNER: Chair votes aye.

4 On to City Council.

5 (The Public Hearing was continued to a later
6 date.)

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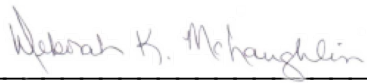
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1 STATE OF MISSOURI)
2) SS
3 COUNTY OF ST. LOUIS)
4

5 I, Deborah K. McLaughlin, Registered
6 Professional Reporter, Missouri Certified Court Reporter,
7 Illinois Certified Shorthand Reporter and Kansas Certified
8 Court Reporter, do hereby certify that I reported the
9 Planning and Zoning public hearing stenographically and
10 later reduced to typewriting; and that this is a true and
11 accurate transcript of the public hearing.
12

13 

14 _____, RPR, MO-CCR, IL-CSR, KS-CCR
15 Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR
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CHAIRMAN KISTNER: [166] MR. CARNEY: [25] 2/5 17/7 17/15 26/19 34/1 38/23 39/4 39/7 43/2 43/4 44/11 59/1 59/4 59/6 74/16 75/10 75/12 78/16 79/8 79/21 79/23 81/3 96/1 96/11 96/16 MR. JAGGI: [122] MR. LUMLEY: [11] 2/17 20/5 20/12 20/18 36/15 66/23 67/2 94/16 94/23 95/4 96/7 MR. MAGRUDER: [46] 2/9 11/24 12/7 26/15 28/13 34/12 38/22 39/25 41/6 41/9 41/13 41/25 42/7 42/9 42/12 42/14 42/18 42/20 42/24 43/9 51/17 52/7 70/15 70/18 71/5 73/21 77/13 77/16 77/24 78/2 78/8 78/11 79/5 80/23 83/11 83/17 83/19 84/7 87/10 91/24 94/9 94/20 95/16 95/20 96/10 97/1 MR. ROVAK: [83] 2/11 13/9 13/12 13/17 13/21 13/24 14/1 14/5 15/5 18/3 18/6 18/14 18/17 18/20 23/19 23/22 24/8 25/16 25/19 25/25 26/3 29/21 29/24 30/10 30/16 30/21 30/23 31/2 40/6 40/13 40/16 40/21 40/24 43/15 43/21 43/23 50/15 50/18 50/22 63/6 63/13 63/16 63/18 63/24 64/1 64/5 64/8 64/10 67/9 67/12 67/18 67/24 70/6 70/14 70/17 71/1 71/4 71/6 71/16 72/1 82/2 83/24 84/17 86/5 88/4 88/8 88/12 88/14 88/21 88/25 89/10 89/15 89/21 90/2 90/6 90/10 90/17 91/7 91/9 91/14 94/2 95/24 96/22	MR. SCHUH: [25] 2/15 53/3 53/6 54/19 54/24 55/1 55/4 55/7 55/9 55/12 59/18 59/24 60/2 60/5 60/9 60/14 60/19 60/21 81/23 82/4 84/4 84/8 95/15 96/5 96/20 MR. TIM BROUGHTON: [8] 54/21 55/17 55/20 56/25 57/3 57/6 57/10 57/13 MS. HALL: [3] 2/7 96/3 96/18 MS. KELLY: [166] MS. SILVERMAN: [70] 2/13 16/11 16/17 18/23 19/23 21/2 25/22 26/2 26/4 26/17 33/24 34/14 34/18 34/23 35/5 35/9 35/11 35/15 35/18 35/23 36/1 36/6 36/8 36/10 36/13 37/1 37/5 38/15 38/19 39/20 39/23 48/24 49/6 49/9 51/8 51/11 54/11 59/7 59/9 64/21 68/11 74/6 75/2 75/21 76/5 76/22 77/1 77/5 77/10 77/12 77/15 80/8 82/16 83/20 84/18 84/24 85/1 85/4 85/8 85/13 85/16 85/18 85/23 86/8 90/25 91/5 91/22 94/10 95/22 96/24 MS. STUTTE: [1] 3/1 VOICE: [2] 77/17 82/6 0 027 [2] 1/8 3/6 1 10 [2] 34/6 43/19 10 feet [3] 28/4 36/11 38/25 10-foot [1] 81/5 100 [2] 25/2 42/23 100 percent [5] 24/25 25/6 26/6 41/3 41/4 1199 [1] 1/22 12 feet [2] 37/23 38/6 15 [4] 34/6 38/18 39/21 55/7	15 feet [10] 28/1 34/2 38/8 43/19 53/2 62/2 66/1 66/8 77/21 81/15 15 percent [1] 53/2 17-027 [2] 1/8 3/6 18 [2] 1/4 2/2 19 [3] 35/5 35/25 65/19 2 20 [1] 65/16 20 feet [2] 11/18 62/1 2017 [2] 1/4 2/2 2030 [3] 4/4 7/1 95/11 24 [2] 32/23 35/16 24 inches [3] 32/1 34/16 34/22 25 [1] 32/2 25 percent [2] 22/8 23/12 250 feet [1] 23/18 3 30 [2] 53/3 56/5 30 feet [4] 38/17 52/22 53/14 56/6 30-foot [1] 38/25 300 [1] 1/3 314 [2] 1/21 1/22 35 feet [2] 18/22 19/10 4 4 feet [2] 22/10 29/21 4-foot [1] 66/5 40 feet [2] 11/17 11/22 405 [1] 95/4 405.1030 [1] 92/9 405.1080 [1] 36/6 405.640 [4] 28/18 30/21 36/1 64/15 45 feet [1] 59/13 460 [1] 28/12 4772 [1] 1/21 5 5 feet [9] 29/20 30/5 30/8 38/1 38/10 38/17 39/3 39/3 39/13 50 [2] 26/16 42/17 50 feet [2] 53/1 76/14 50 percent [7] 23/10 26/13 26/14 38/11 40/2 41/15	41/19 50-foot [2] 42/17 76/13 500 square [1] 23/16 6 6 feet [2] 12/5 13/25 63128 [1] 1/22 6:30 [1] 1/5 9 974-1199 [1] 1/22 A a correction [1] 92/2 A-Single [1] 52/24 able [4] 17/3 23/18 29/5 43/9 about [38] 5/22 14/22 18/8 20/7 23/5 24/22 26/12 26/23 28/15 46/9 53/14 53/15 56/11 56/14 56/17 60/2 61/5 61/8 61/14 63/6 67/22 68/23 69/10 70/8 70/9 71/14 72/19 74/8 79/16 81/20 84/9 85/12 86/12 88/1 90/20 92/18 93/1 93/2 absolutely [3] 70/11 71/7 89/4 Absurdities [2] 53/7 53/8 acceptable [4] 67/16 72/15 73/3 82/23 access [1] 53/21 accessory [1] 27/4 accommodate [1] 42/4 accomplish [1] 56/18 accordance [1] 36/6 account [6] 11/14 12/17 17/2 17/3 47/18 48/12 accurate [1] 98/11 across [4] 40/5 49/20 70/21 73/23 acting [1] 44/8 action [1] 7/14 actual [5] 31/5 34/7 58/21 59/12 60/22 actually [18] 5/20 28/5 31/16	34/20 47/6 50/3 51/16 51/25 53/ 53/23 54/13 59/ 59/11 59/14 66/ 68/23 78/20 93/ add [8] 9/9 11/ 16/21 20/13 23/ 49/5 54/10 66/4 added [2] 12/21 43/12 adding [3] 10/1 28/25 38/7 addition [3] 54/11 54/14 56/ additional [4] 15/17 57/16 59/ 93/6 additions [2] 9 10/21 address [4] 7/2 55/20 57/11 82/ addresses [2] 21/21 45/14 adjoining [1] 9/12 Adjustment [7] 4/8 4/9 5/15 37 41/6 46/19 54/1 adopting [1] 92/10 adoption [1] 26 advance [1] 92/ affect [2] 55/2 55/5 affected [1] 84/12 affecting [1] 4 afford [1] 74/1 after [6] 6/17 12/23 13/8 36/1 44/14 89/4 again [12] 10/1 22/2 45/16 47/1 47/24 51/16 54/ 61/3 61/24 63/1 65/15 87/15 against [1] 23/ aggregate [1] 88/8 ago [2] 50/17 70/23 agree [7] 6/17 26/20 80/3 80/2 83/23 91/25 93/ ahead [5] 59/10 61/13 66/3 78/2 84/18 alike [1] 94/12 all [51] 6/9 6/ 8/4 11/6 16/22 18/2 21/13 22/1 22/13 24/16 26/ 27/6 27/24 27/2 28/6 28/25 29/1 30/20 31/1 31/1 31/19 36/4 37/2
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(17) what zoning



city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
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MEMO TO PLANNING AND ZONING COMMISSION

Meeting Date: November 6, 2017

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

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

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

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

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

Attachment: MemotoPZ 11-6-2017 (#17-028: HBE Rezoning to PCD)



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

DATE: November 3, 2017

TO: Jason Jaggi

FROM: Glenn Eidman, Chief of Police

SUBJECT: Calls for Service Request

Mr. Jaggi,

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

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

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

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

Attachment: CCPD Memo-Jason Jaggi (#17-028: HBE Rezoning to PCD)



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

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

Attachment: CCPD Memo-Jason Jaggi (#17-028: HBE Rezoning to PCD)



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

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



city of CREVE COEUR

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APPLICATION TO PLANNING AND ZONING COMMISSION

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

FOR THE MEETING OF: October 23, 2017

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

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

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

Key Issues:

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

Creve Coeur 2030 Comprehensive Plan References

- Mixed-Use (MU) District
- Design Guidelines

Zoning Code References

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

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

APPLICANT'S REPRESENTATIVE:

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



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

DATE: 10/17/2017

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

BACKGROUND

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

PROPOSED PROJECT

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

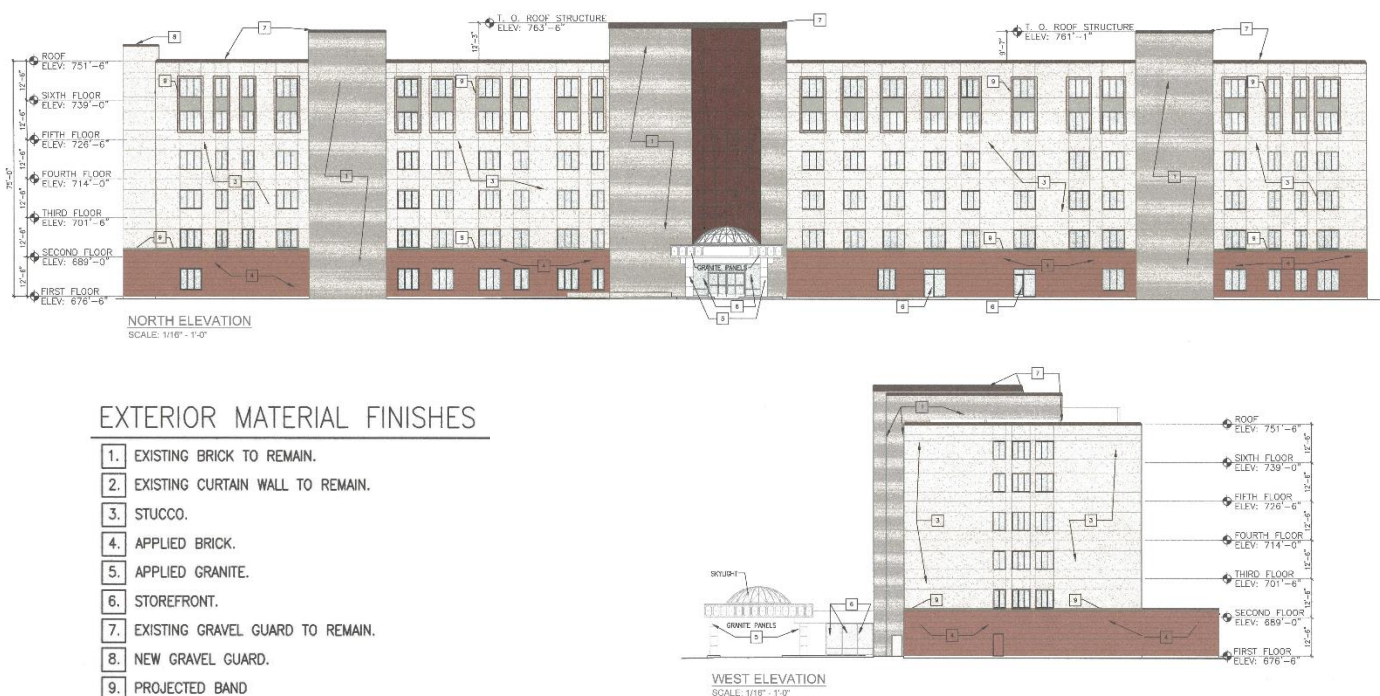


Figure 1: Close-up of the North and West Elevations from Sheet A3, with Exterior Materials Indicated.

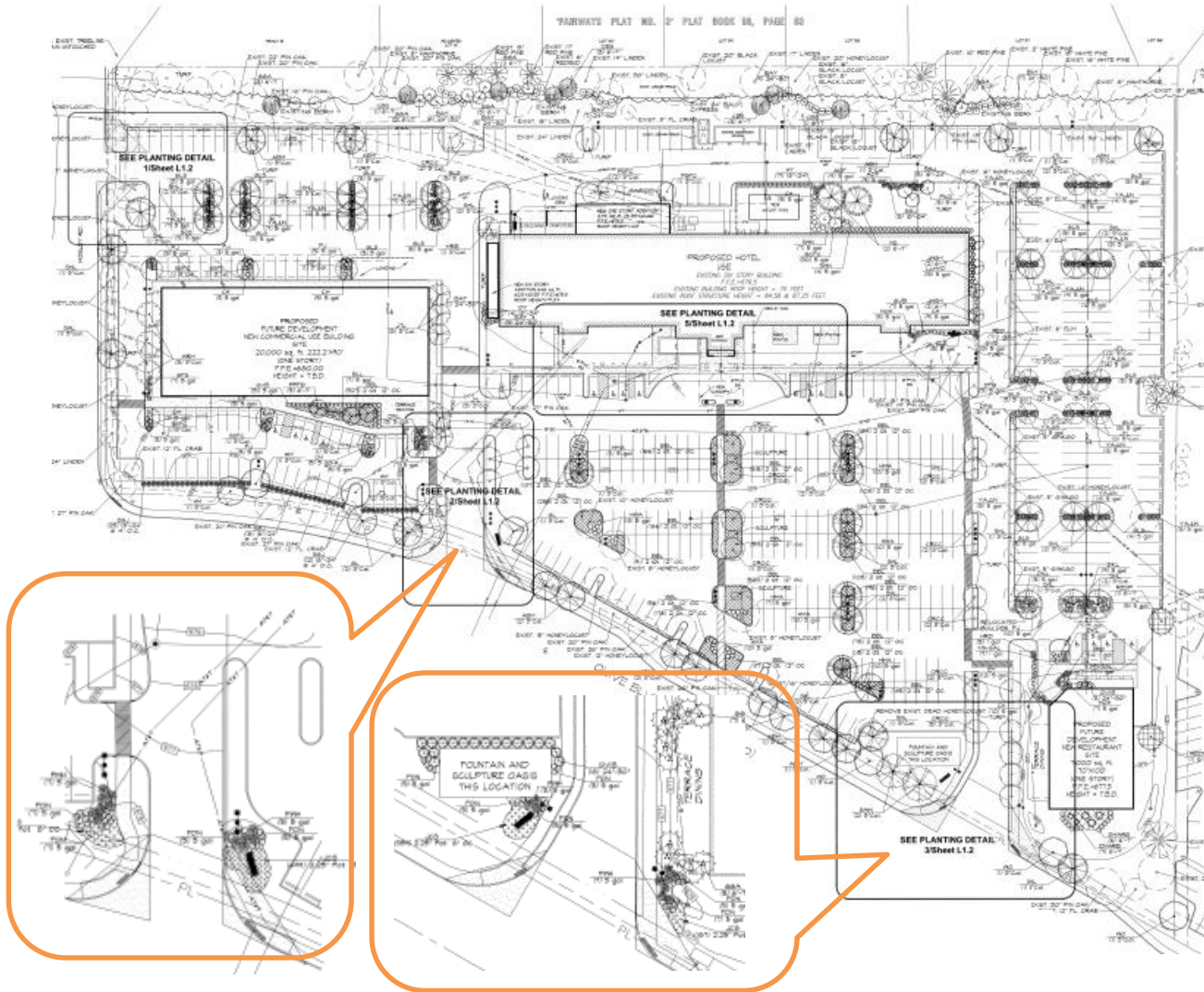


Figure 2: Applicant's overall Landscape Plan, showing layout of future Buildings on the site, and the east and west entrance detailed landscaping

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

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

FINDING OF ELIGIBILITY

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

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

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

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

COMPREHENSIVE PLAN REVIEW

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

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

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

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

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

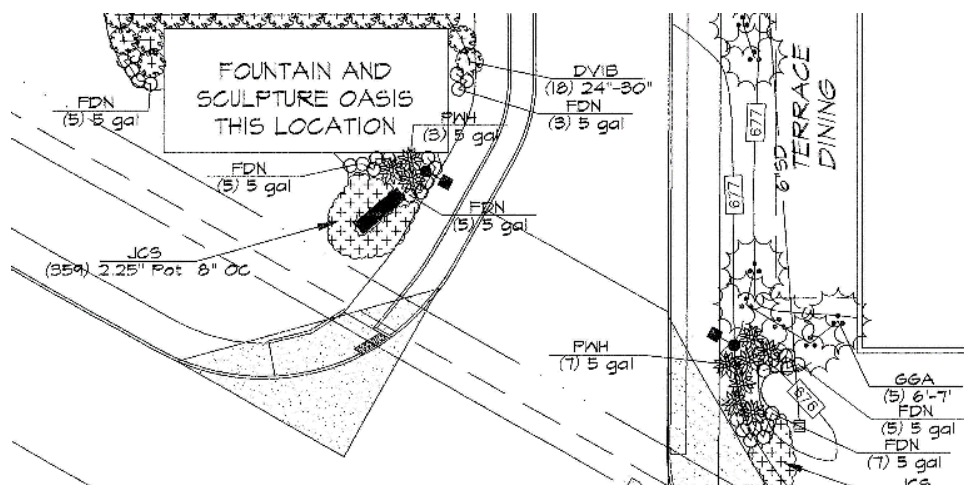


Figure 3: close up of the west Olive Boulevard entrance landscaping and the proposed location of the "Fountain and Sculpture Oasis"

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

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



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

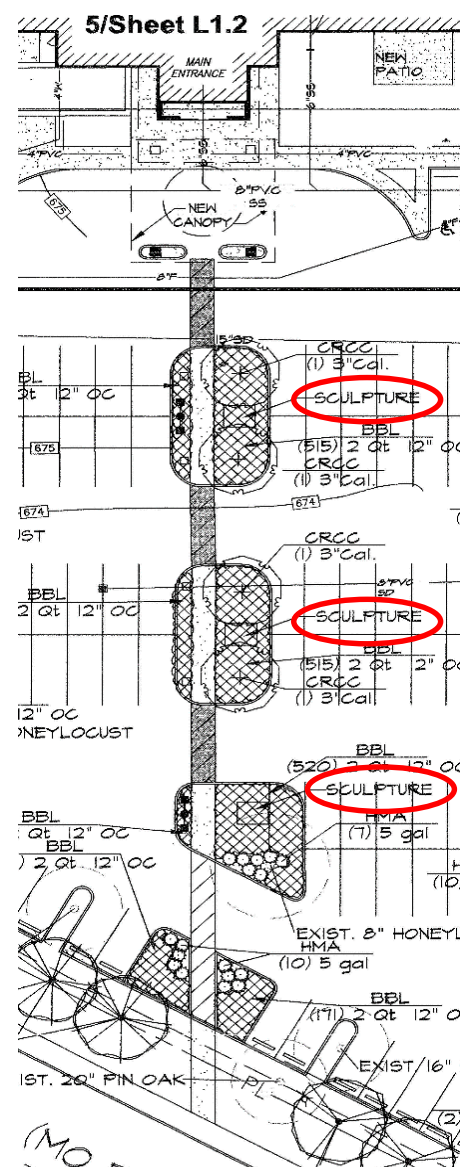


Figure 5: Close-up of Landscape Plan with the location of the Sculptures indicated within the parking lot.

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

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

DESIGN GUIDELINES REVIEW

Structures:

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

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

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

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

The Applicant states that the City's adopted building and energy codes mandate that the building thermal envelope comply with the prescriptive insulation requirements for a new structure and that compliance with that energy conservation requirement, using glass, terra cotta, brick or porcelain, would then force the building to be structurally altered to meet the seismic design requirements for a new building, t

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

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

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

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

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

Landscape:

The Design Guidelines also provide recommendations on the landscape design:

Chapter 4 / Landscape Design

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

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

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

ZONING REVIEW

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

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

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

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

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

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

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

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

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

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

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

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

SUGGESTED ACTION

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

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

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

APPENDIX 1: COMPREHENSIVE PLAN

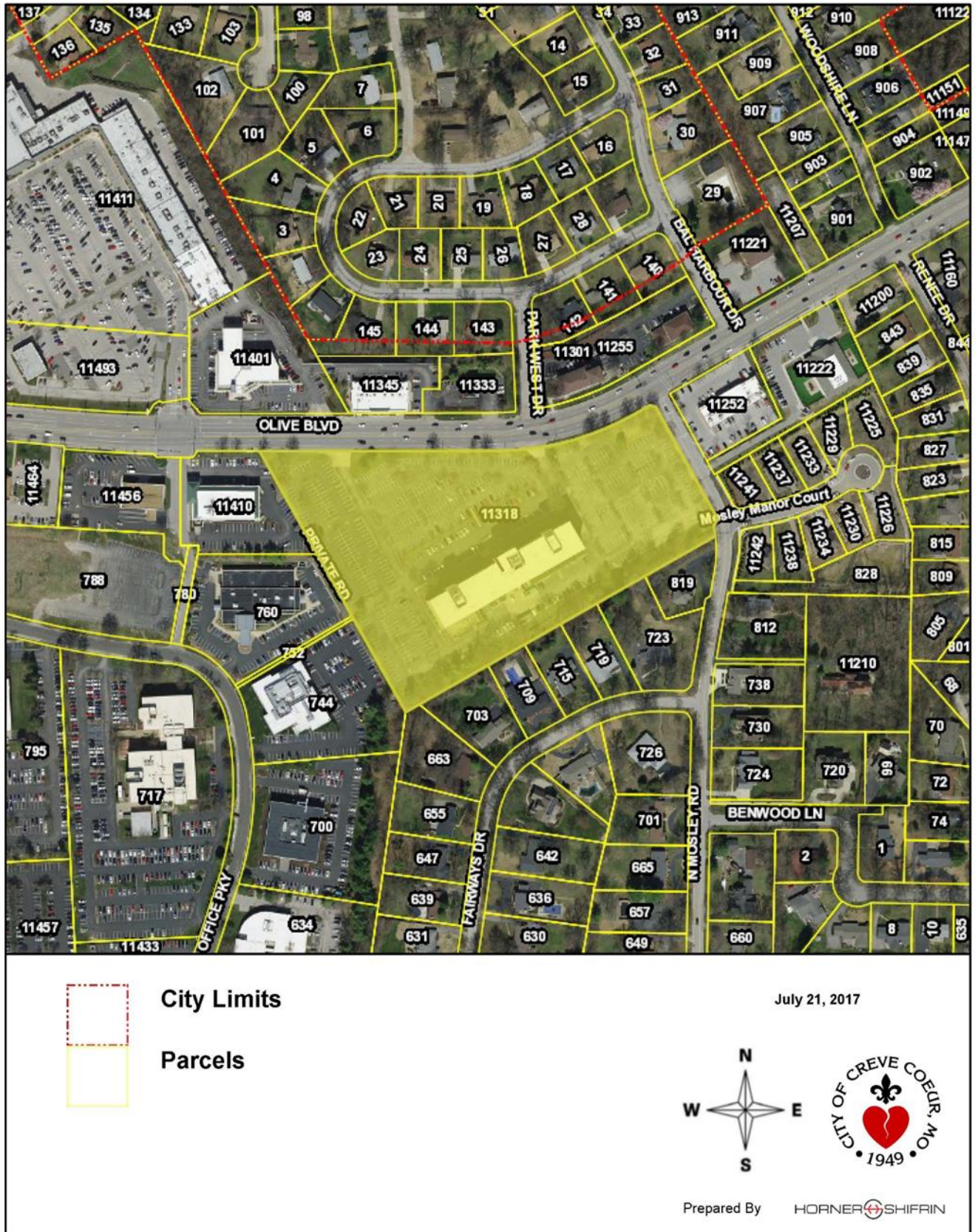
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL MAP

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



APPENDIX 4: SITE PHOTOGRAPHS	Photo Date:10/17/2017
	Description: View looking south east from Olive Boulevard at the existing building.
	Description: View looking west from the corner of the subject property at the adjacent commercial building.

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



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



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



Description: View looking west from Mosley Road.



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



Description: View of the rear of the existing building.



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

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

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

BACKGROUND

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

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

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

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

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

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

RATIONALE FOR THE ESTABLISHMENT OF THE PLANNED COMMERCIAL DISTRICT

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

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

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

NARRATIVE IN ACCORDANCE WITH SECTION 405.390

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NEIGHBORHOOD MEETING

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

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

DESIGN CRITERIA:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STATEMENT: PLANNED COMMERCIAL DEVELOPMENT (PCD)

The Property Site in this Application is proposed for the development of commercial retail, hotel and restaurant use to provide attractive and compatible facilities with the surrounding neighborhoods. The proposed development provides an efficient use of land and resources, offers a mix of amenities for the area, promoting a greater efficiency in public and utility services.

This PCD would permit, as permitted uses: (1) the hotel, commercial retail and restaurant uses described in the Narrative accompanying the Application and as shown on the Site Development and other plans submitted therewith, including full-service and limited service restaurants (NAICS 722511-13); and (2) all permitted uses in the Core Business District (present zoning classification). The PCD would allow, as conditional uses, any other uses currently shown as conditional uses in the CB District.

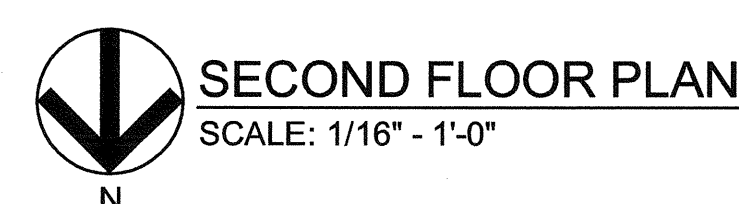
The PCD for this project includes a six story, 260 room hotel, a one-story commercial use facility, and a one-story restaurant, as indicated on the accompanying Plans, on the Property Site, which is approximately 10 acres, more or less, as a single property. The Applicant has no plans to subdivide the Property Site.

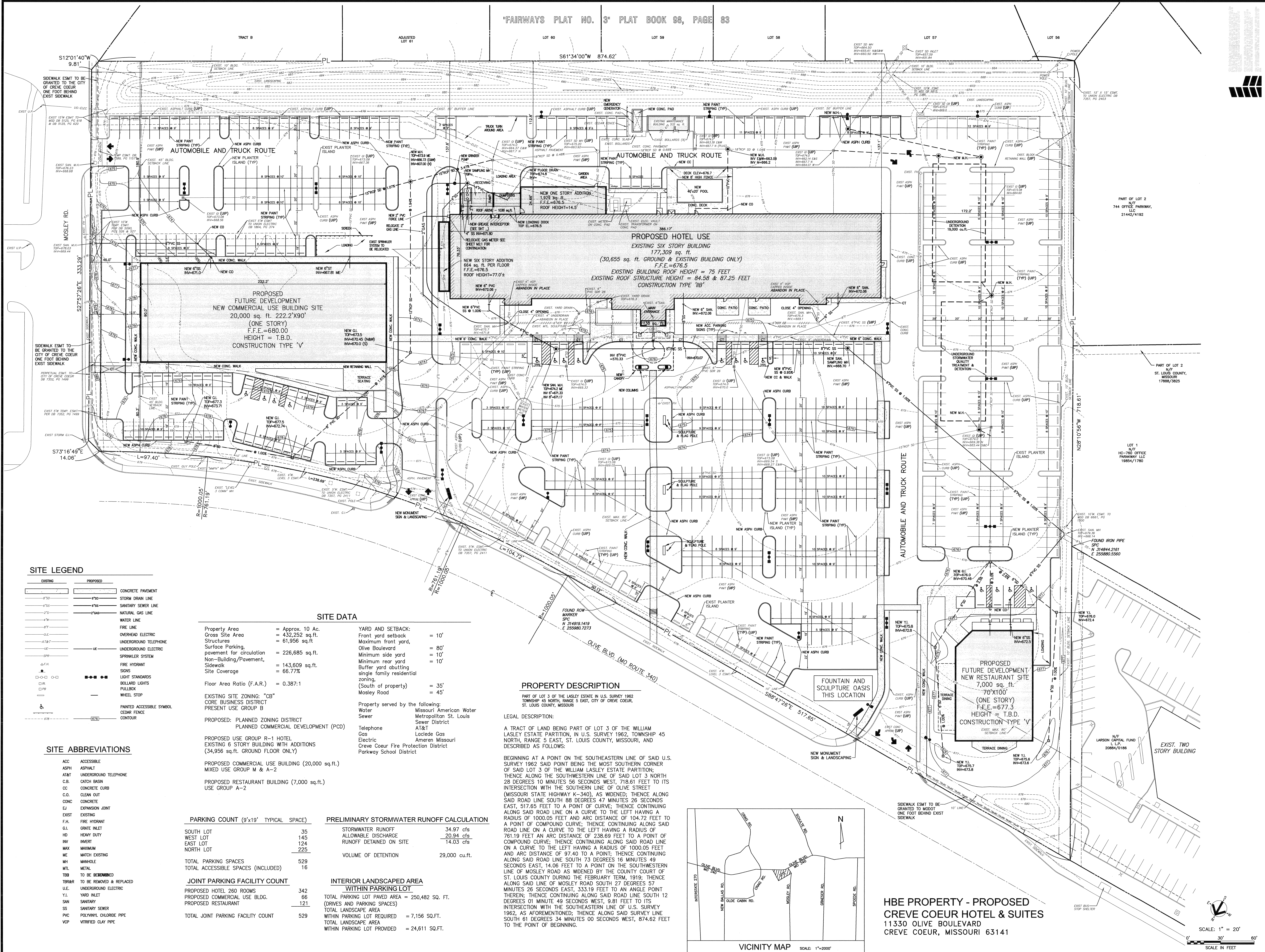
SECTION 405.390 PLANNED ZONING DISTRICTS***E. SUBMITTAL REQUIREMENTS:***

In reference to E. Submittal Requirements, Item No. 18, please be advised that it is the Applicant's intention to start construction on the hotel facility before the end of this year and open in mid-2019. It is anticipated that the two "out buildings," the Commercial Use and Restaurant facility, will be constructed concurrently with the hotel.

Also, in reference to Item No. E.19, please be advised that there are no restrictive covenants at this time. There will be no subdivision. The entire Property shall be under one Ownership.







SITE LEGEND

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

SITE ABBREVIATIONS

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

SITE DATA

Property Area	=	Approx. 10 Ac.	YARD AND SETBACK:		
Gross Site Area	=	432,252 sq.ft.	Front yard setback	=	10'
Structures	=	61,956 sq.ft.	Maximum front yard	=	80'
Surface Parking, pavement for circulation	=	226,685 sq.ft.	Olive Boulevard	=	10'
Non-Building/Pavement, Sidewalk	=	143,609 sq.ft.	Minimum rear yard	=	10'
Site Coverage	=	66.77%	Buffer yard abutting single family residential zoning, (South of property)	=	35'
Floor Area Ratio (F.A.R.)	=	0.387:1	Mosley Road	=	45'
EXISTING SITE ZONING: "CB" CORE BUSINESS DISTRICT PRESENT USE GROUP B			Property served by the following:		
PROPOSED: PLANNED ZONING DISTRICT PLANNED COMMERCIAL DEVELOPMENT (PCD)			Water	Missouri American Water	
PROPOSED USE GROUP R-1 HOTEL EXISTING 6 STORY BUILDING WITH ADDITIONS (34,956 sq.ft. GROUND FLOOR ONLY)			Sewer	Metropolitan St. Louis Sewer District	
PROPOSED COMMERCIAL USE BUILDING (20,000 sq.ft.) MIXED USE GROUP M & A-2			Telephone	AT&T	
PROPOSED RESTAURANT BUILDING (7,000 sq.ft.) USE GROUP A-2			Gas	Laclede Gas	
			Electric	Ameren Missouri	
			Creve Coeur Fire Protection Parkway School District		

PARKING COUNT (9'x19' TYPICAL SPACE)	
SOUTH LOT	35
WEST LOT	145
EAST LOT	124
NORTH LOT	225
TOTAL PARKING SPACES	529
TOTAL ACCESSIBLE SPACES (INCLUDED)	16

JOINT PARKING FACILITY COUNT

PROPOSED HOTEL 260 ROOMS	342
PROPOSED COMMERCIAL USE BLDG.	66
PROPOSED RESTAURANT	121
TOTAL JOINT PARKING FACILITY COUNT	529

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

INTERIOR LANDSCAPED AREA WITHIN PARKING LOT

TOTAL PARKING LOT PAVED AREA = 250,482 SQ. FT. (DRIVES AND PARKING SPACES)	
TOTAL LANDSCAPED AREA WITHIN PARKING LOT REQUIRED = 7,156 SQ.FT.	
TOTAL LANDSCAPED AREA WITHIN PARKING LOT PROVIDED = 24,611 SQ.FT.	

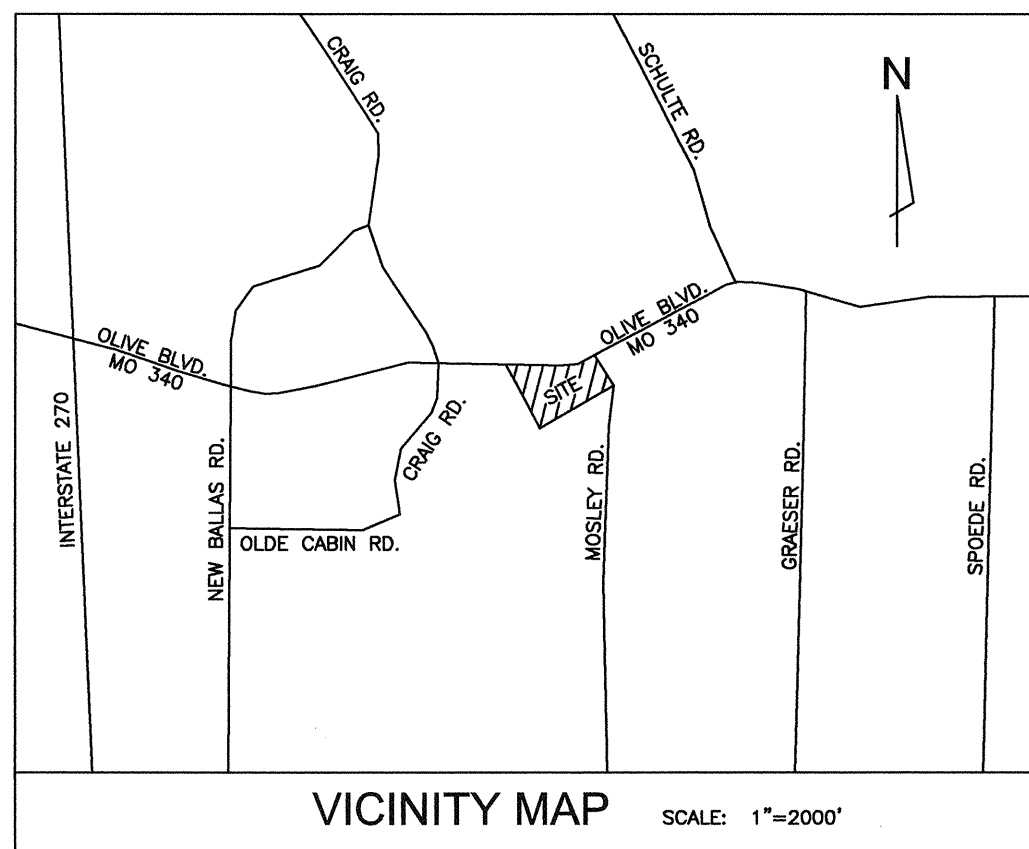
PROPERTY DESCRIPTION

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

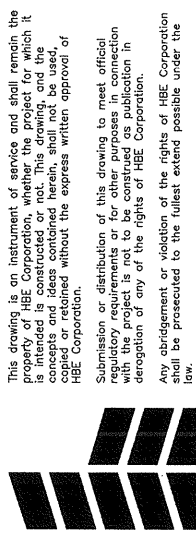
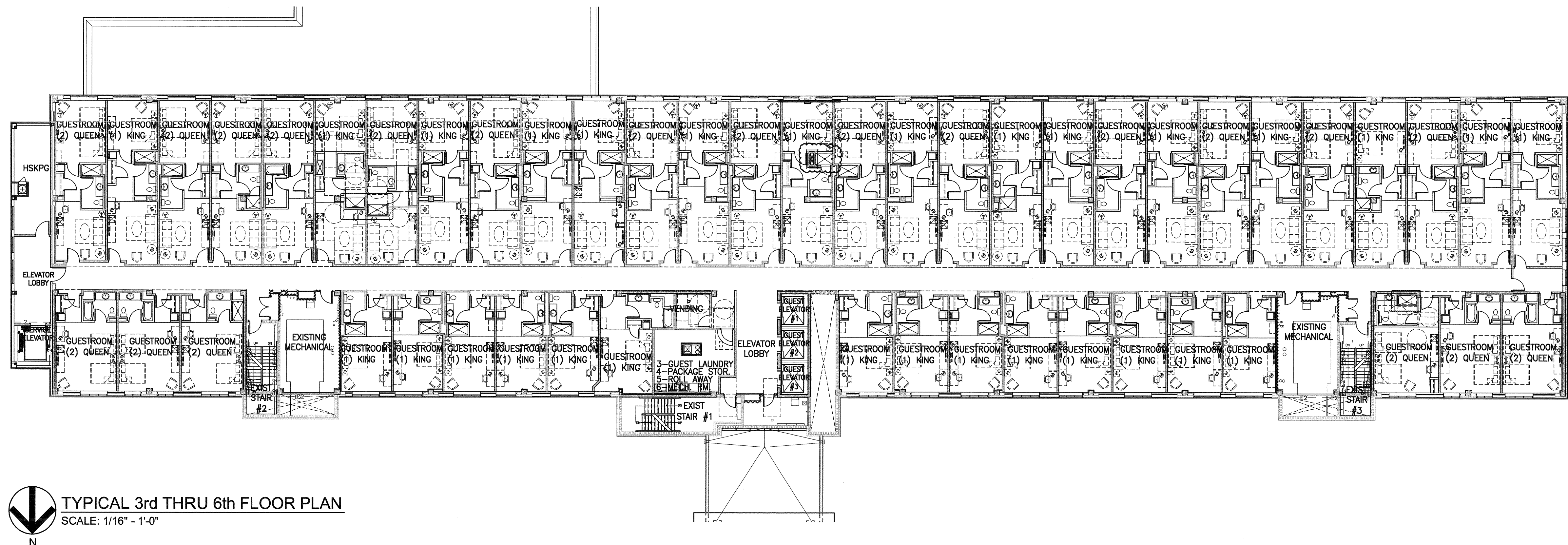
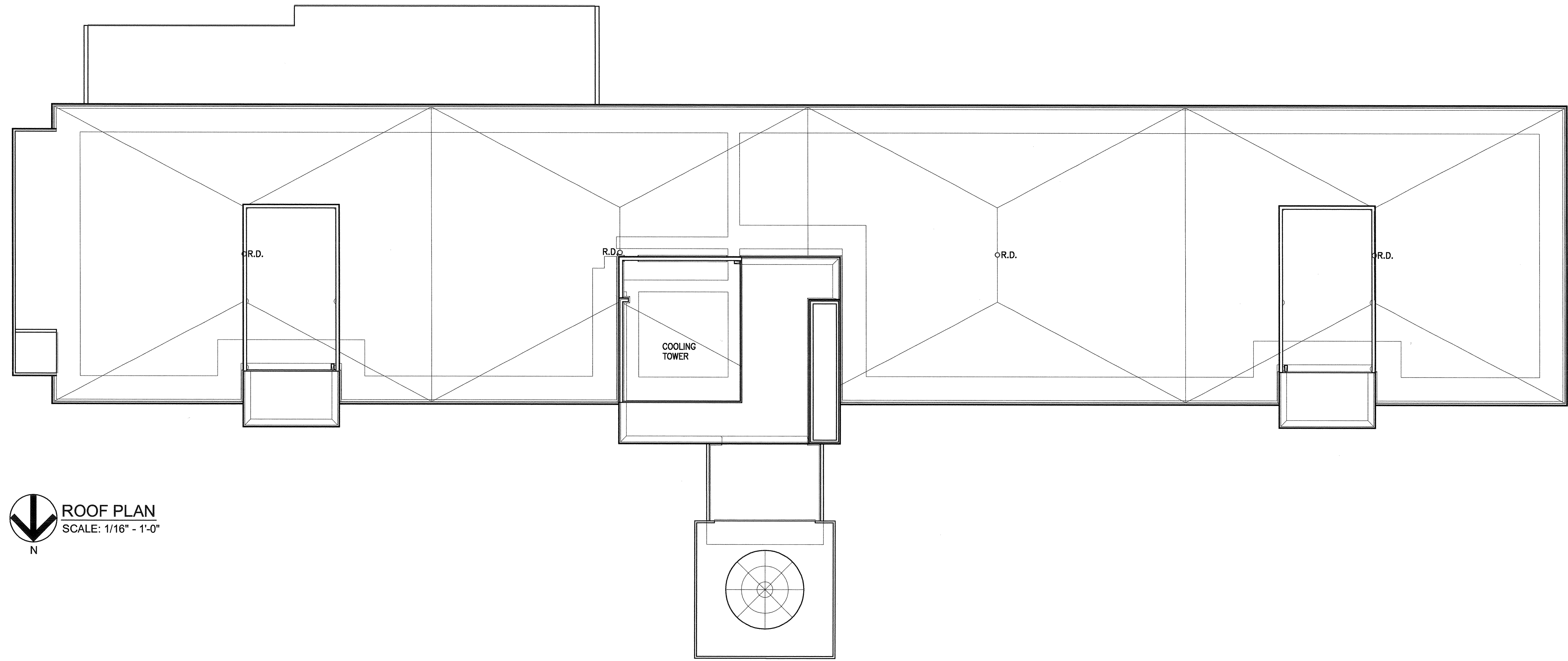
LEGAL DESCRIPTION:

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

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



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



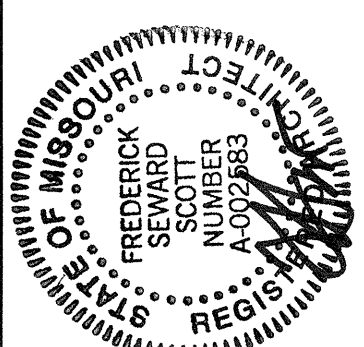
Proposed New
Creve Coeur Hotel & Suites
Creve Coeur, Missouri

Kummer Hotel Development, LLC

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

Hospital Designers, Inc.
Frederick S. Scott, Architect

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

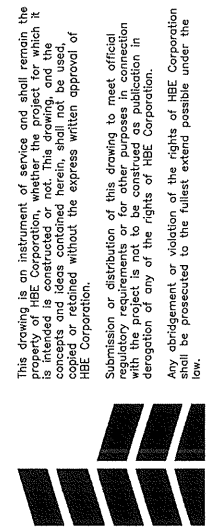


Job No.: 84340
DB AB CB

Sheet No.: x of x

A2

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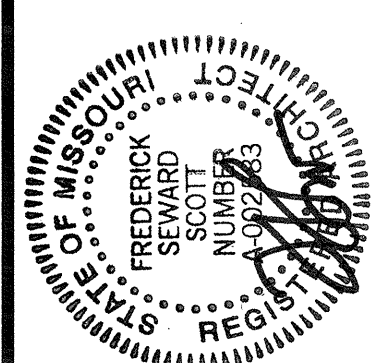
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Frederick S. Scott, Architect

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Attachment: Applicant's Materials submitted 10-11-2017 (#17-028: HBE Rezoning to PCD)

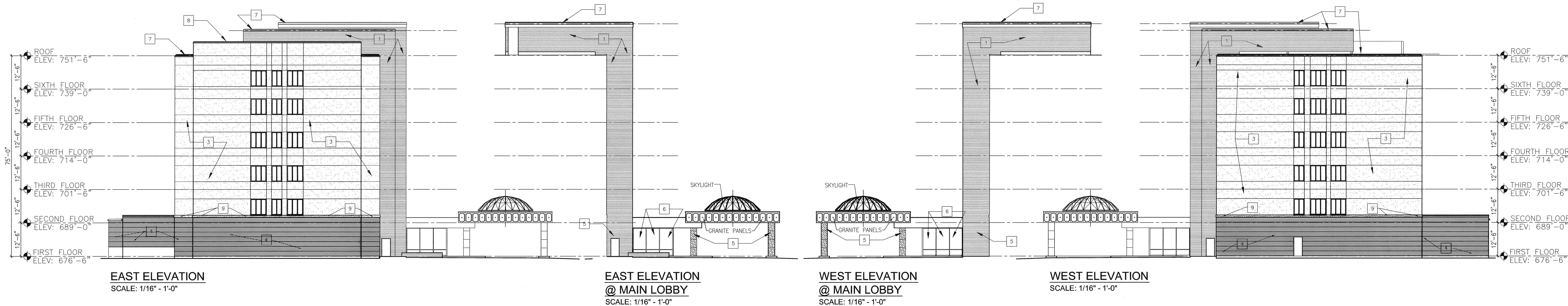
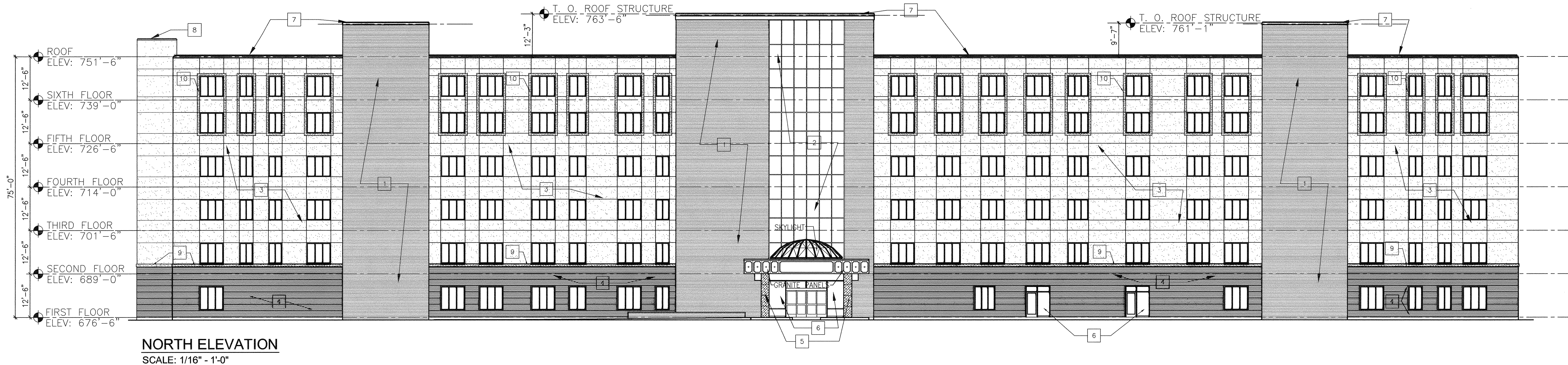


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DB	AB	CB
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Sheet No.: X of X		

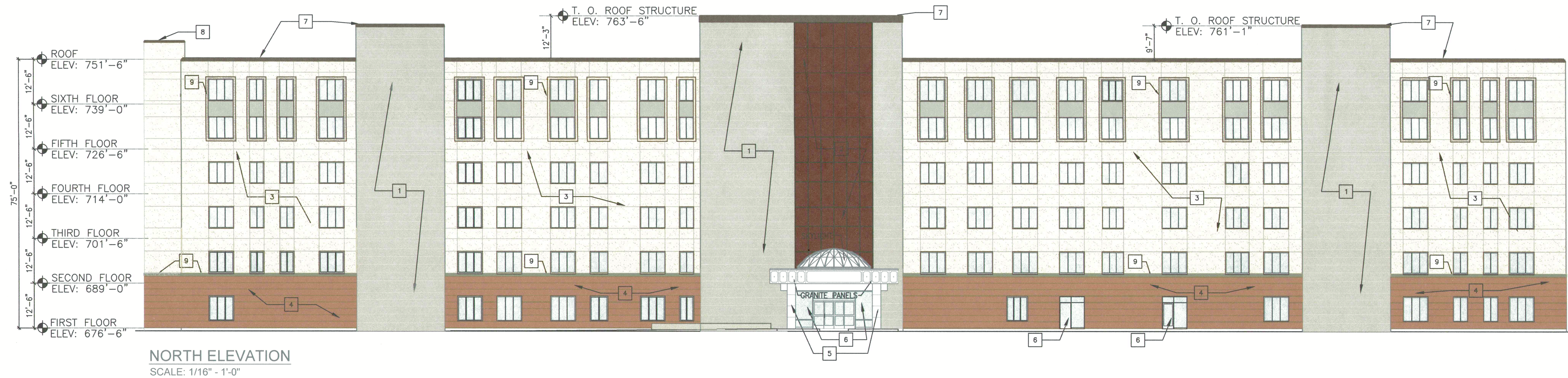
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PCD Exterior Elevations

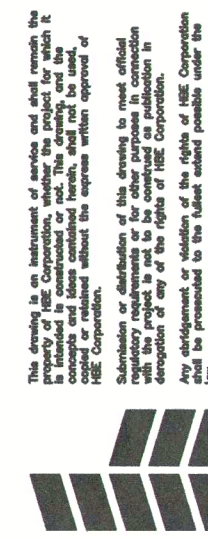
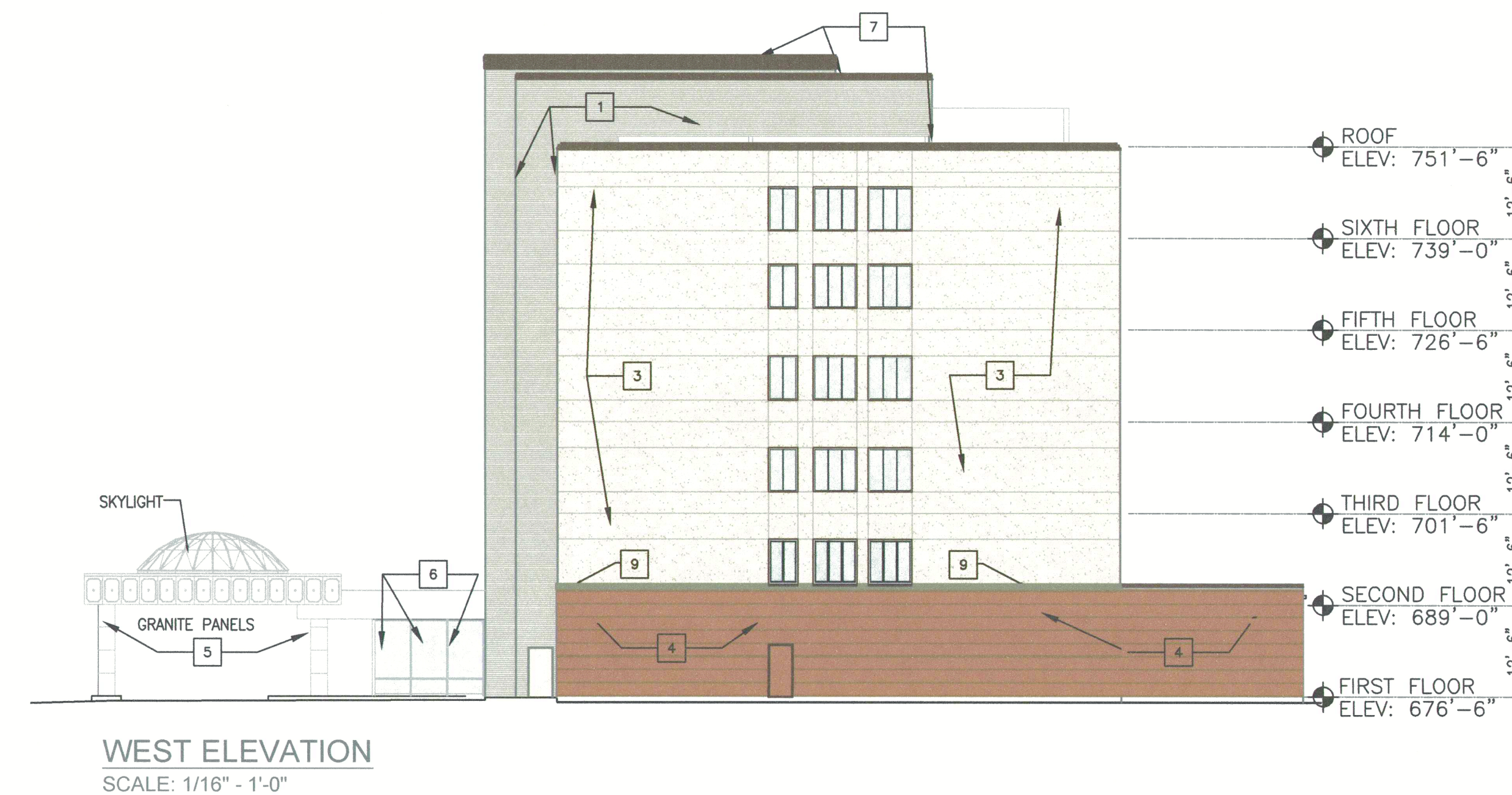
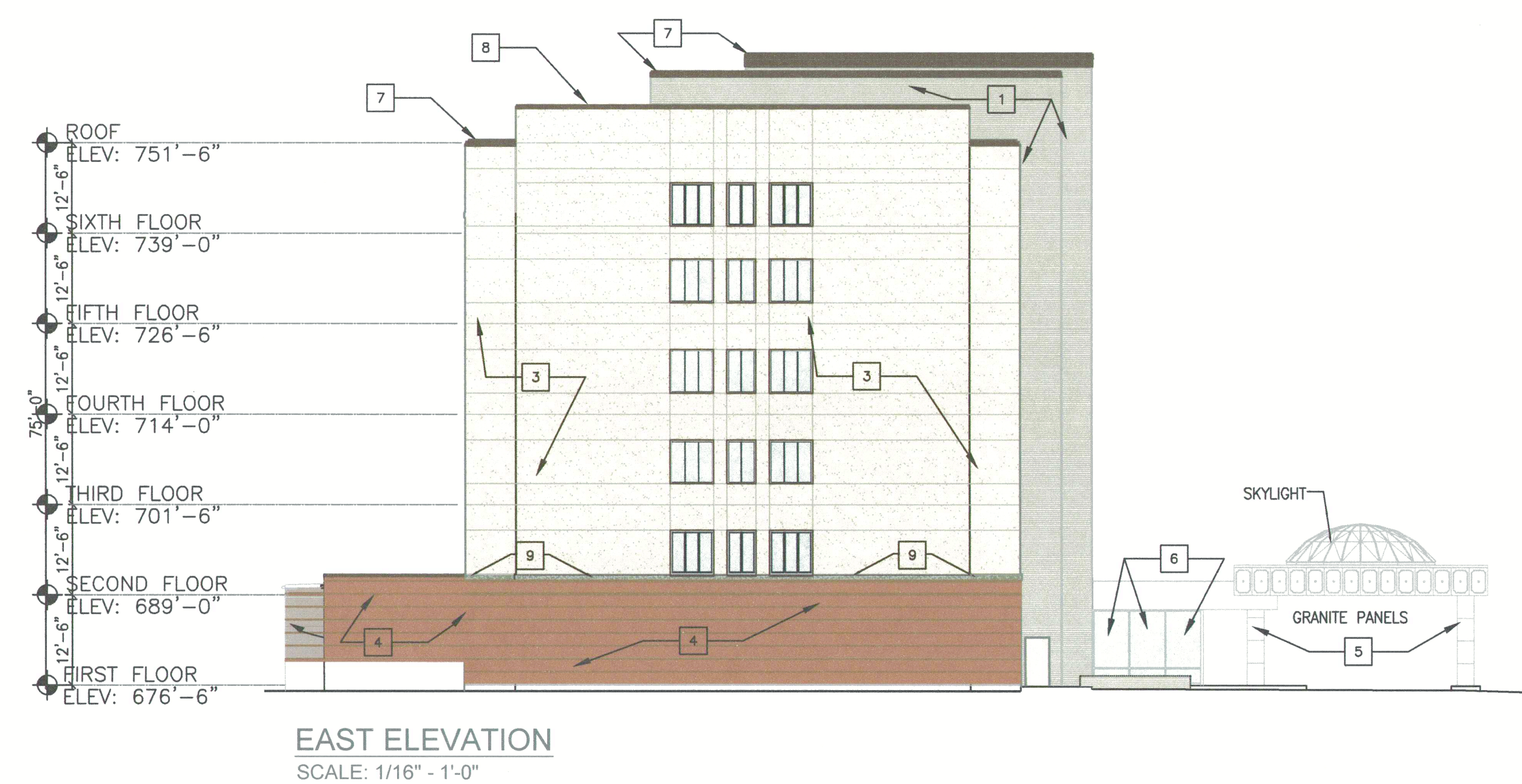


PCD Exterior Elevations



EXTERIOR MATERIAL FINISHES LEGEND

- 1. EXISTING BRICK TO REMAIN.
- 2. EXISTING CURTAIN WALL TO REMAIN.
- 3. STUCCO.
- 4. APPLIED BRICK.
- 5. APPLIED GRANITE.
- 6. STOREFRONT.
- 7. EXISTING GRAVEL GUARD TO REMAIN.
- 8. NEW GRAVEL GUARD.
- 9. PROJECTED BAND



Proposed New
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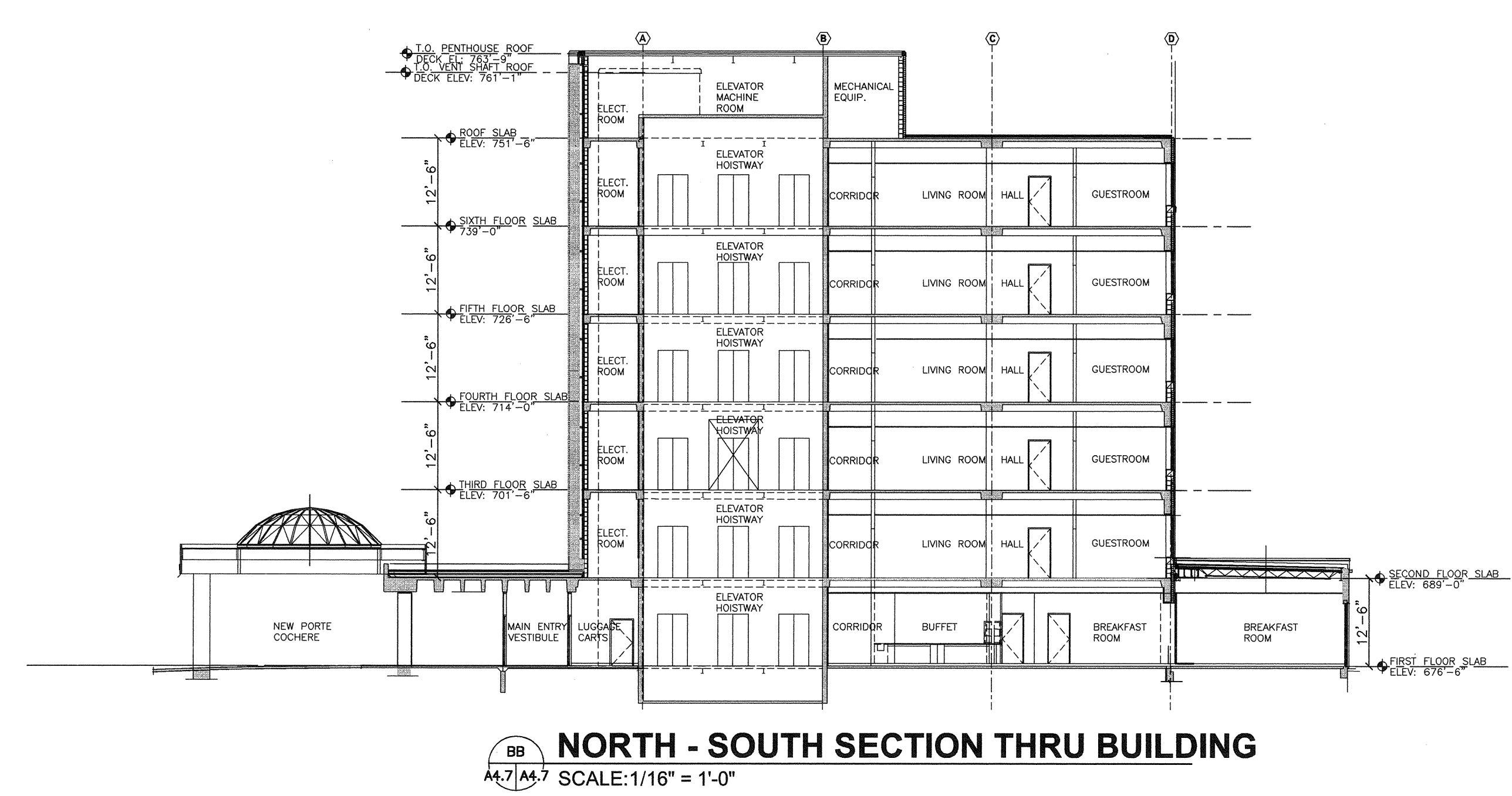
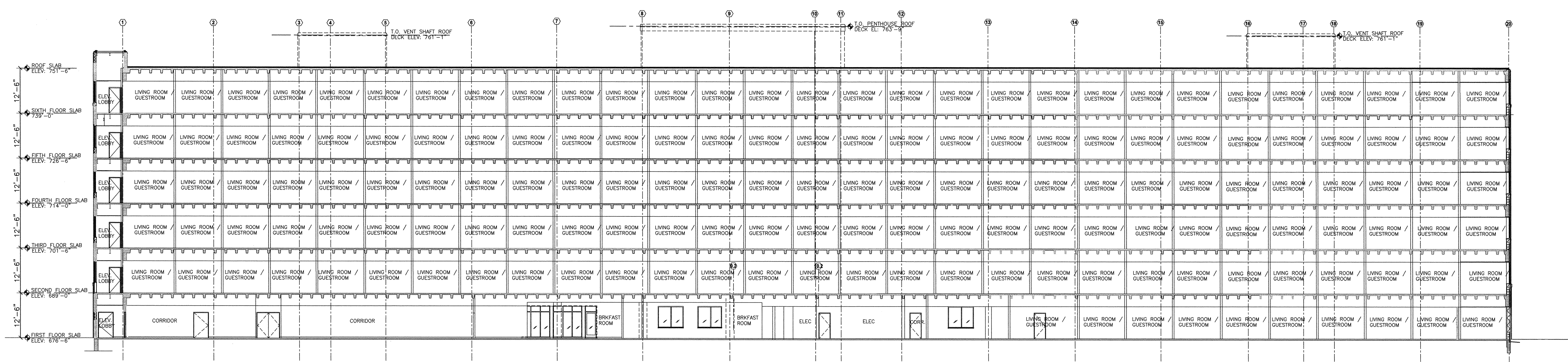


Job No.: 84340		
DB	AB	CB
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Sheet No.: X of X		

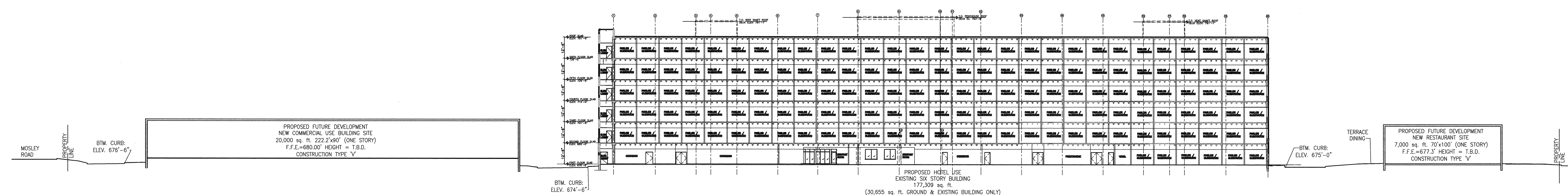
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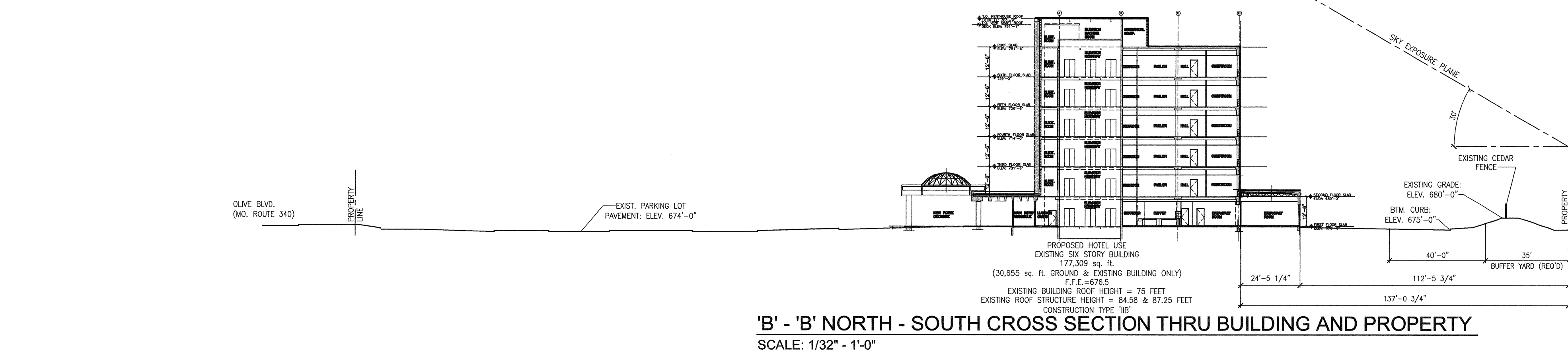
PCD Colored Exterior Elevations



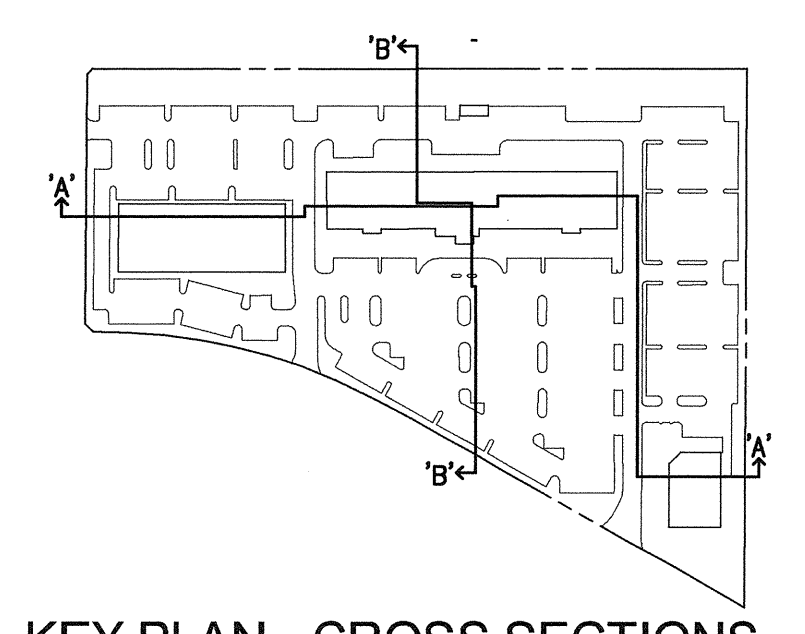
NORTH - SOUTH SECTION THRU BUILDING
SCALE: 1/16" = 1'-0"



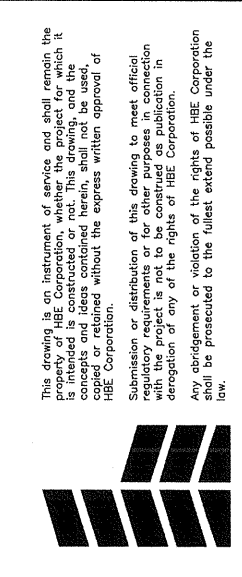
'A' - 'A' EAST - WEST CROSS SECTION THRU BUILDING AND PROPERTY
SCALE: 1/32" - 1'-0"



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



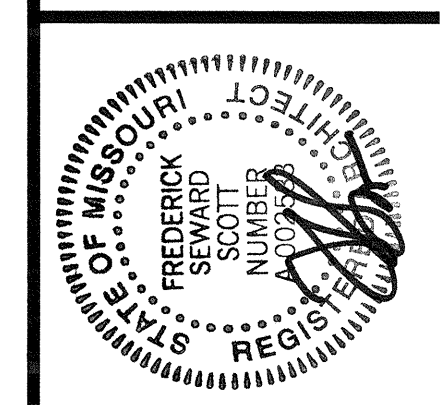
KEY PLAN - CROSS SECTIONS THRU BUILDING AND PROPERTY
SCALE: N.T.S.



Proposed New
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Creve Coeur, Missouri

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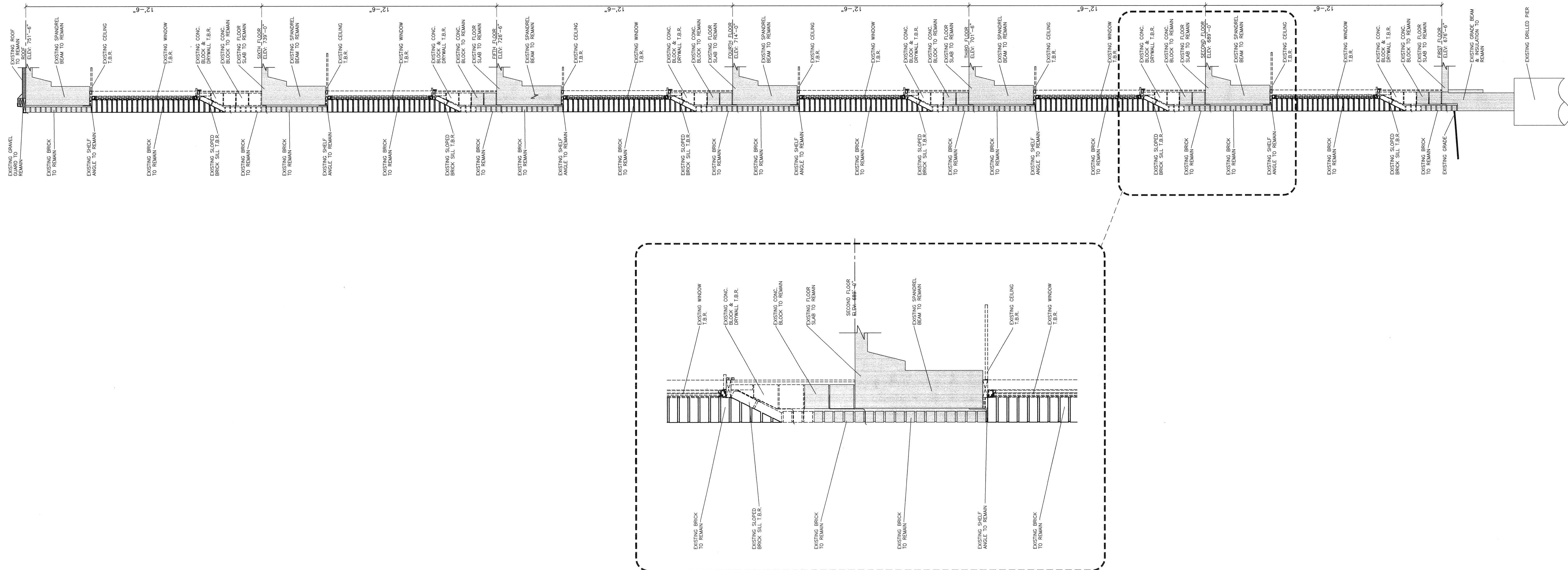
Hospital Designers, Inc.
Frederick S. Scott, Architect
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-5000
Attachment: Applicant's Materials submitted 10-11-2017 (#17-028: HBE Rezoning to PCD)



Job No.: 84340
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Sheet No.: X of X

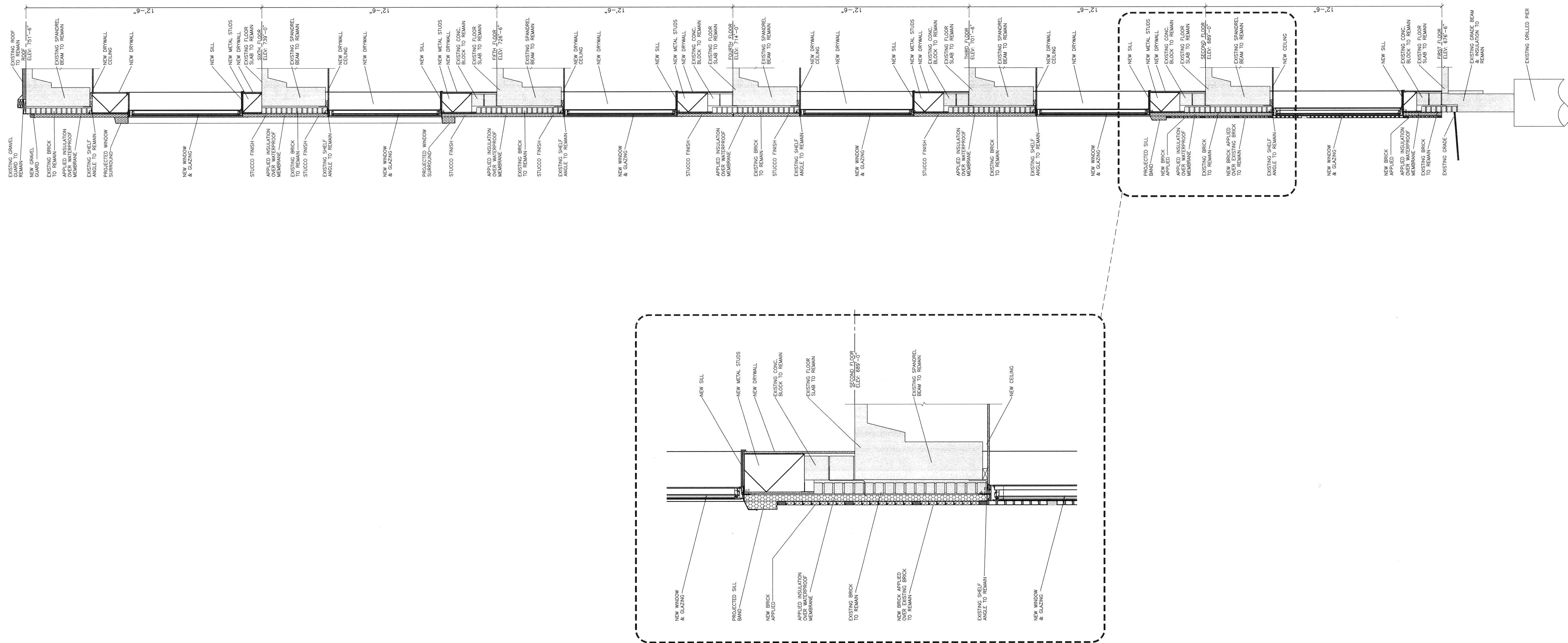
EXISTING WALL SECTION (DEMOLITION)
SCALE: 3/8" = 1'-0"

SCALE: 3/8" = 1'-0"



EXISTING WALL SECTION (MODIFIED)
SCALE: 3/8" = 1'-0"

SCALE: 3/8" = 1'-0"



Proposed New

Creve Coeur Hotel & Suites
Creve Coeur, Missouri

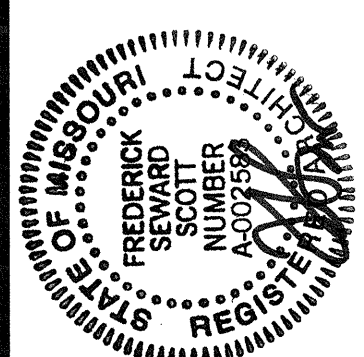
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Sheet No.: X of X

A4.1

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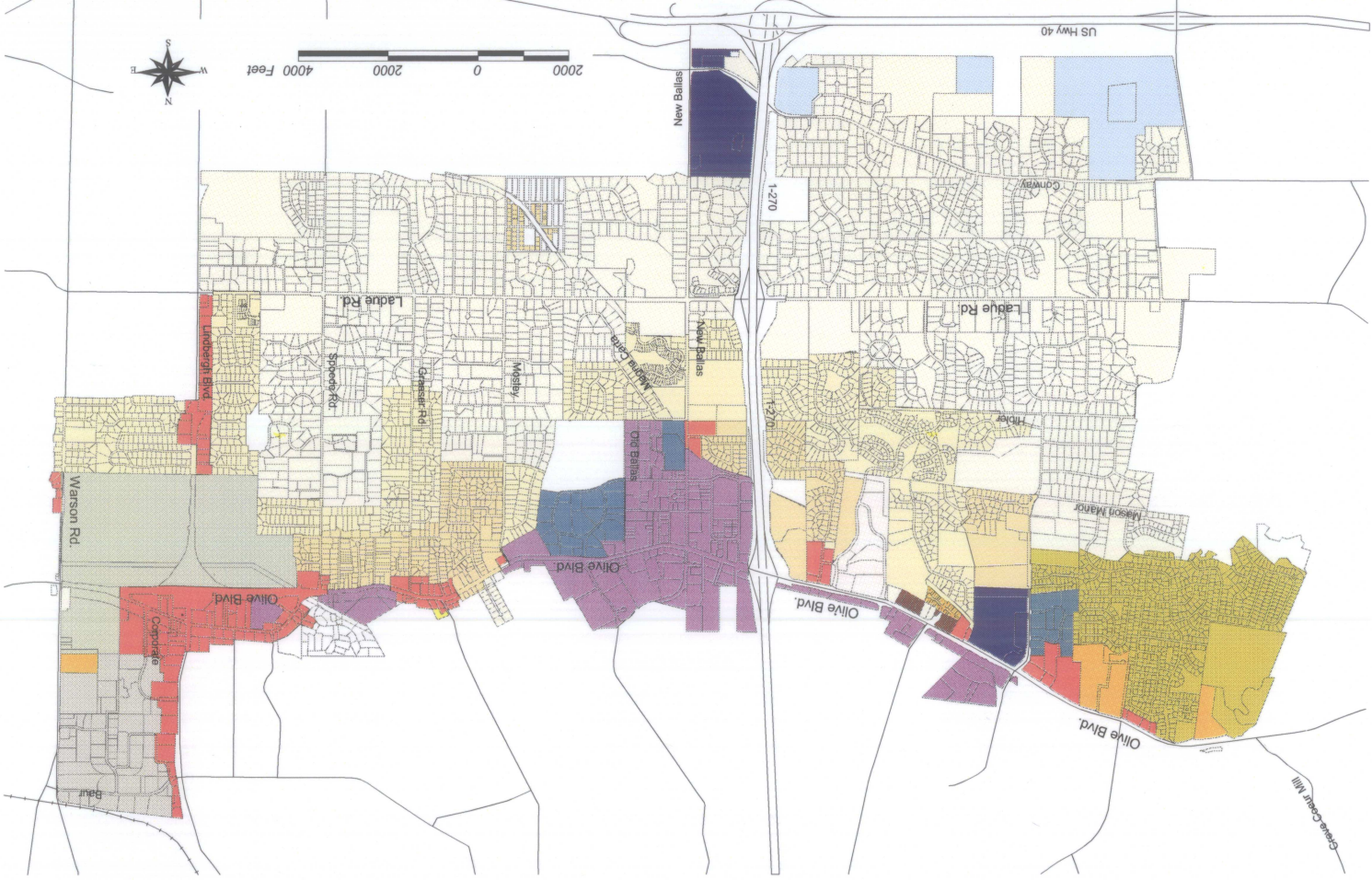
PCD	Exterior Wall Sections
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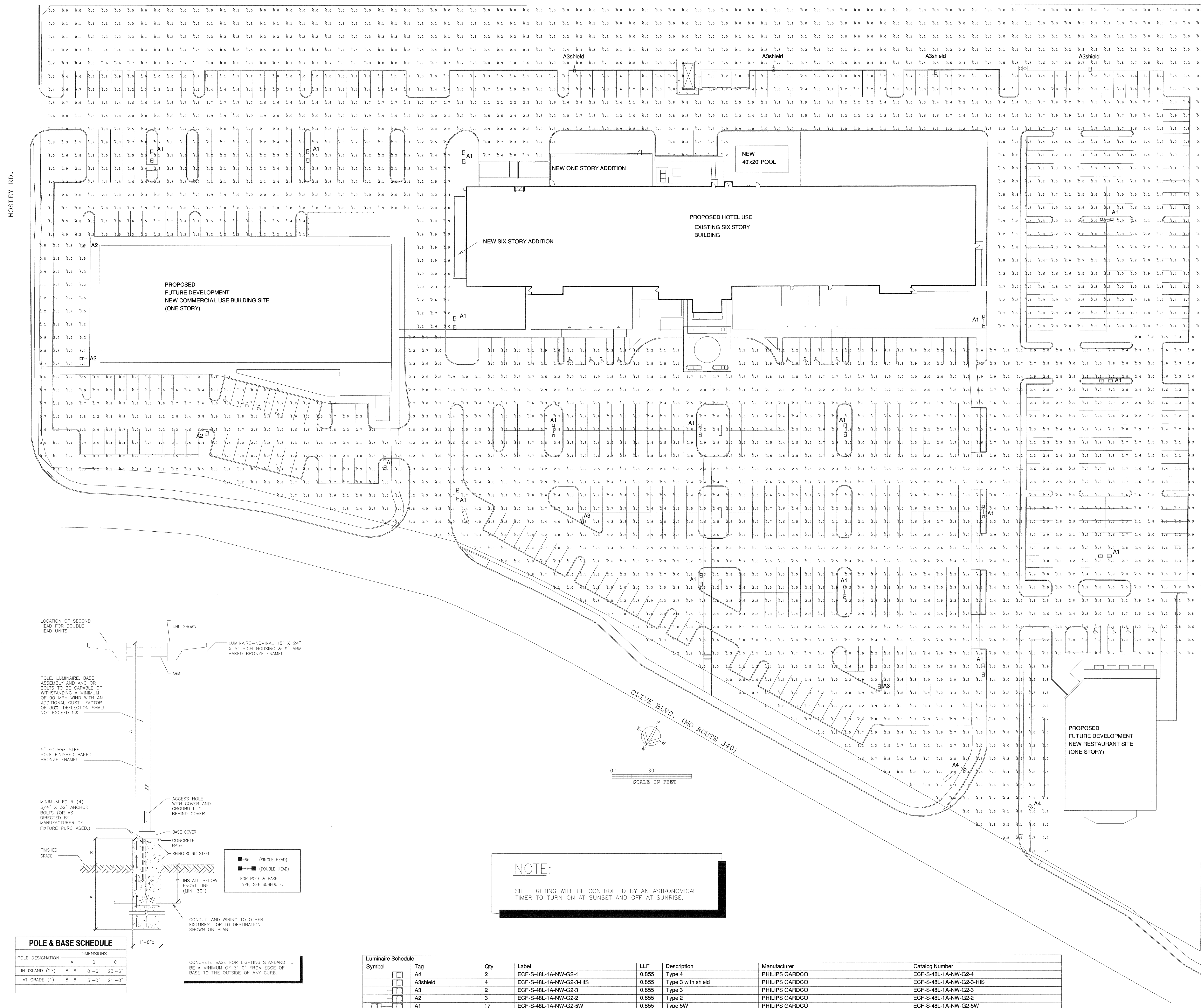
Existing Zoning Districts

City of Creve Coeur

- Zoning Districts**
- Single Family Residential
 - Single Family Residential
 - Single Family Residential
 - Attached Single Family
 - Residential
 - Single Family Residential
 - Mixed Use District
 - Higher Education District
 - General Commercial
 - Core Business District
 - Light Industrial District
 - Planned Community
 - Planned Office District
 - Planned Hospital District
 - Research and Office
 - Park District
- Action Areas**
- Single Family Residential
 - Single Family Residential
 - Single Family Residential
 - Attached Single Family
 - Residential
 - Single Family Residential
 - Mixed Use District
 - Higher Education District
 - General Commercial
 - Core Business District
 - Light Industrial District
 - Planned Community
 - Planned Office District
 - Planned Hospital District
 - Research and Office
 - Park District

MAP No. 2

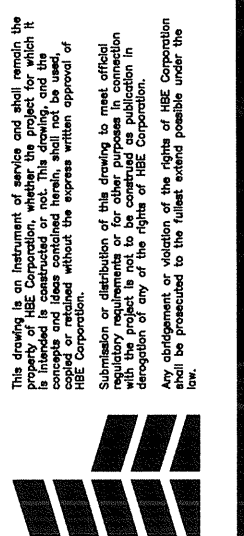
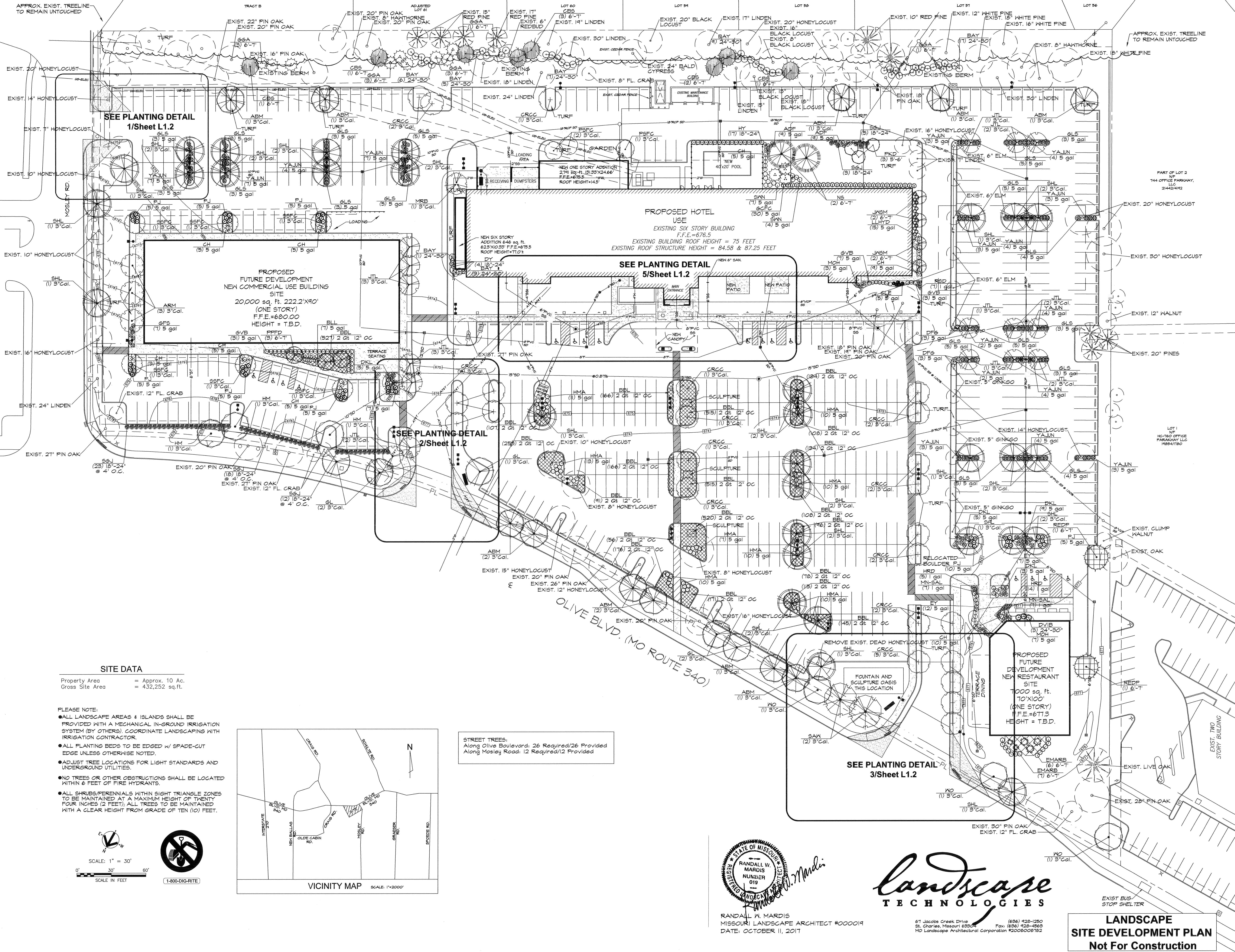




POLE & BASE SCHEDULE			
POLE DESIGNATION	DIMENSIONS		
	A	B	C
IN ISLAND (27)	8'-6"	0'-6"	23'-6"
AT GRADE (1)	8'-6"	3'-0"	21'-0"

Luminaire Schedule						
Symbol	Qty	Label	LLF	Description	Manufacturer	Catalog Number
A4	2	ECF-S-48L-1A-NW-G2-4	0.855	Type 4	PHILIPS GARDCO	ECF-S-48L-1A-NW-G2-4
A3shield	4	ECF-S-48L-1A-NW-G2-3-HIS	0.855	Type 3 with shield	PHILIPS GARDCO	ECF-S-48L-1A-NW-G2-3-HIS
A3	2	ECF-S-48L-1A-NW-G2-3	0.855	Type 3	PHILIPS GARDCO	ECF-S-48L-1A-NW-G2-3
A2	3	ECF-S-48L-1A-NW-G2-2	0.855	Type 2	PHILIPS GARDCO	ECF-S-48L-1A-NW-G2-2
A1	17	ECF-S-48L-1A-NW-G2-5W	0.855	Type 5W	PHILIPS GARDCO	ECF-S-48L-1A-NW-G2-5W

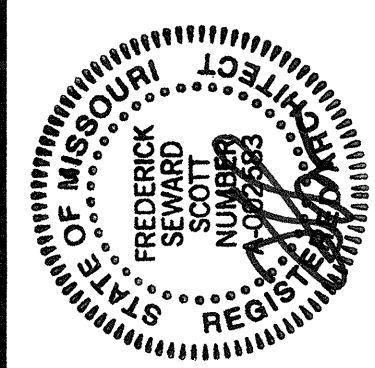
"FAIRWAYS PLAT NO. 3" PLAT BOOK 98, PAGE 83



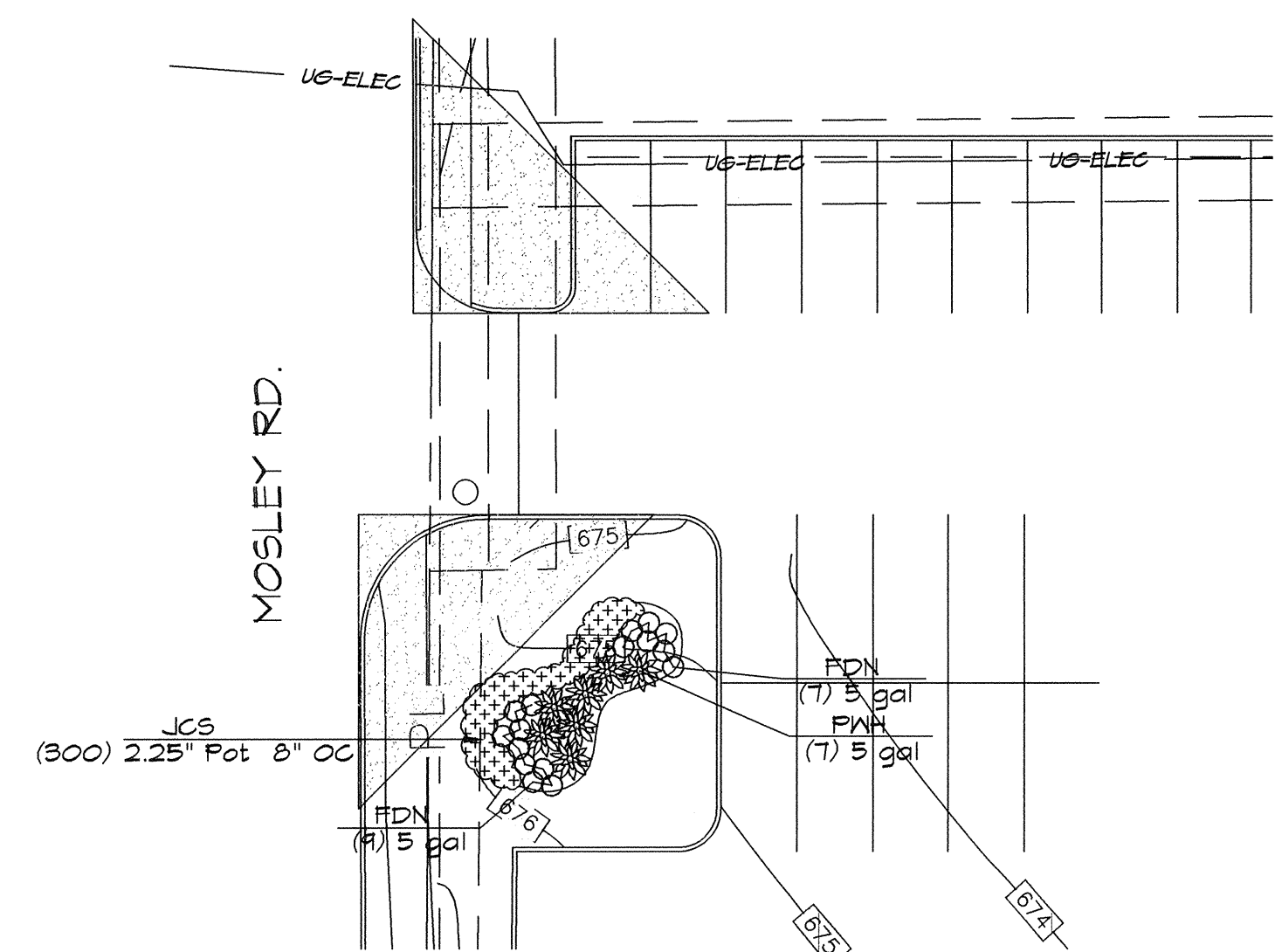
Proposed New
Creve Coeur Hotel & Suites
Creve Coeur, Missouri

Kummer Hotel Development, LLC

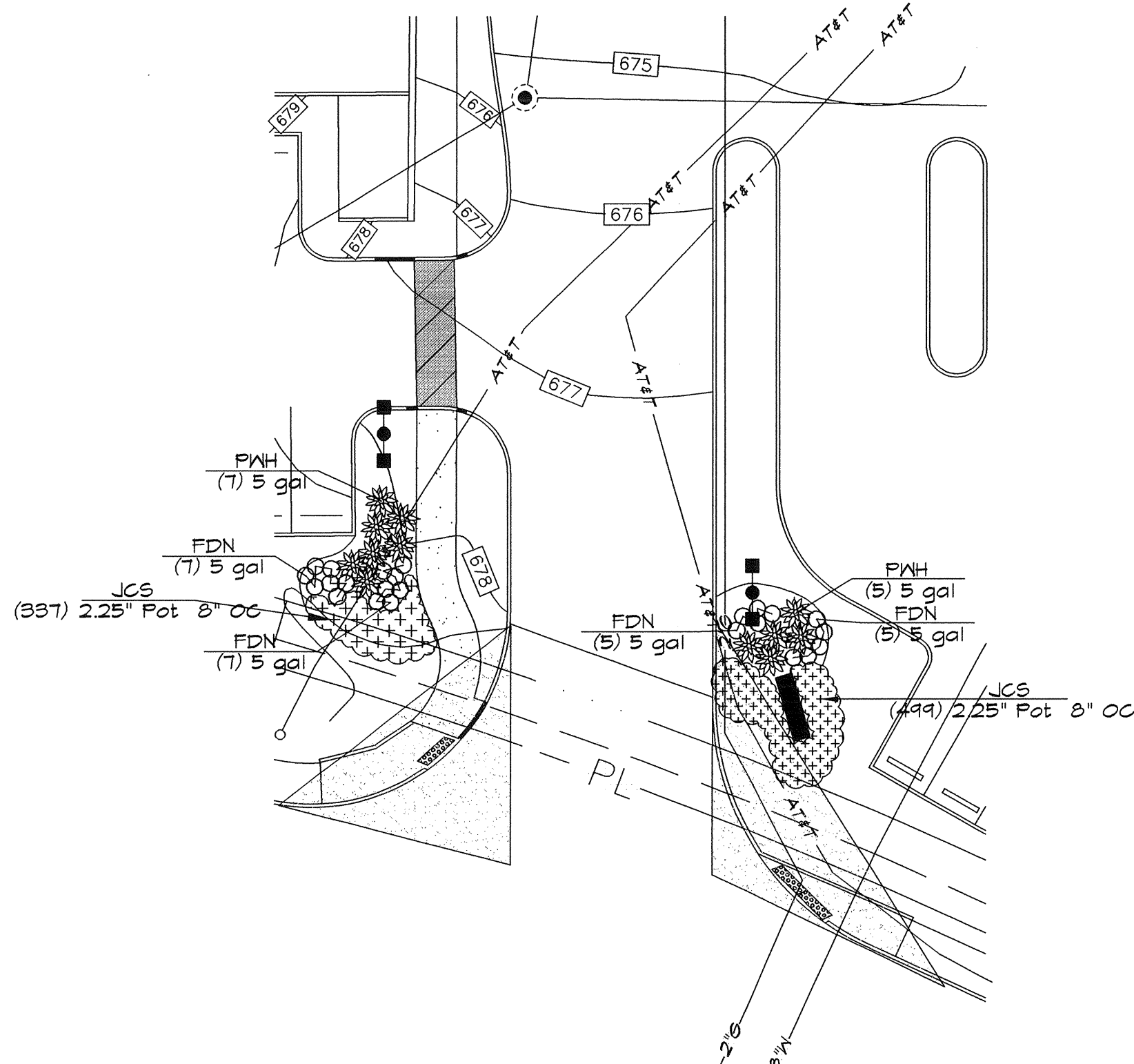
Hospital Designers, Inc.
Frederick S. Scott, Architect



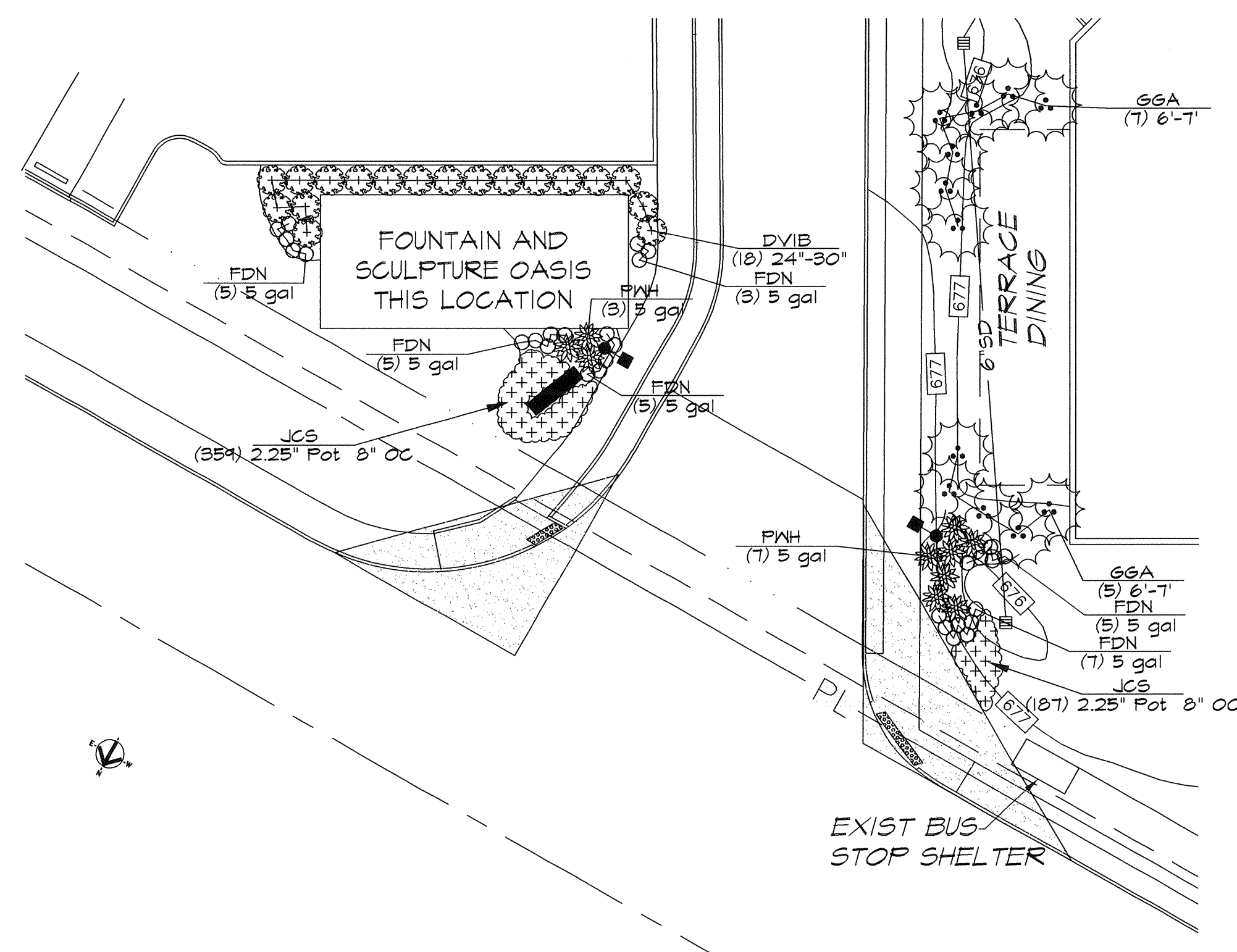
Job No.: 2017-150
DB AB CB
Sheet No.: of
L1.1
Date: October 11, 2017



1
L1.2 ENTRANCE OFF MOSLEY RD.
SCALE: 1"=20'-0"

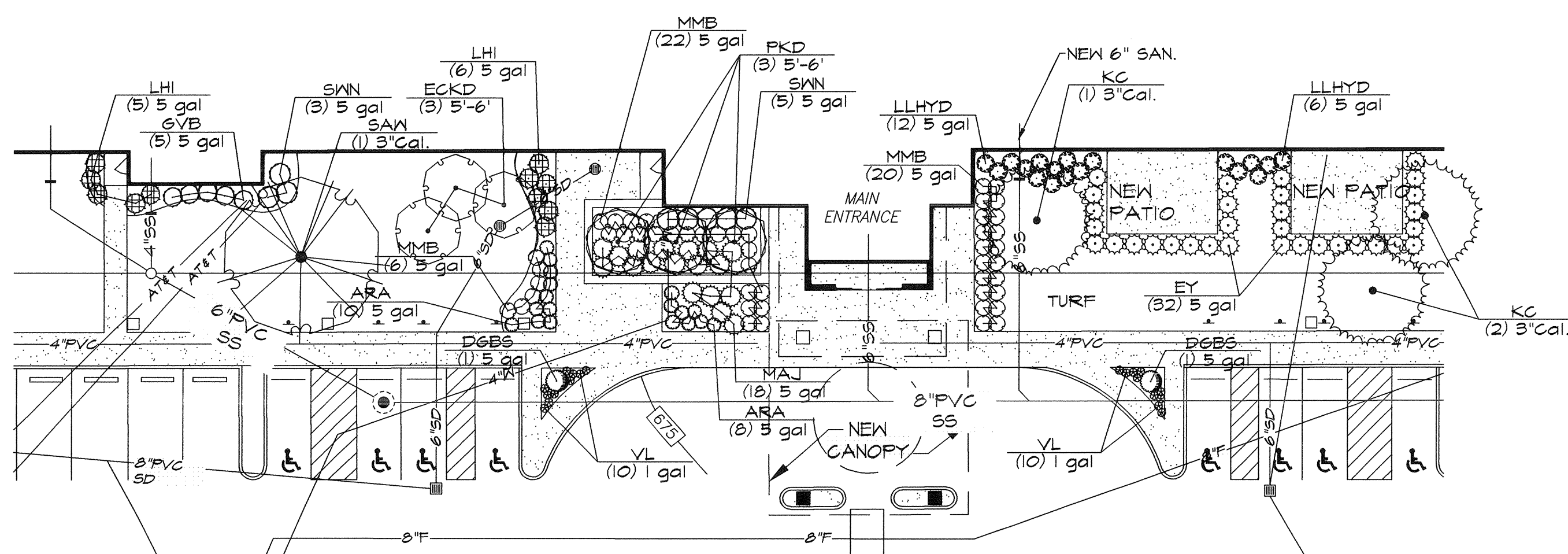


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L1.2 EAST ENTRANCE OFF OLIVE BLVD.
SCALE: 1"=20'-0"

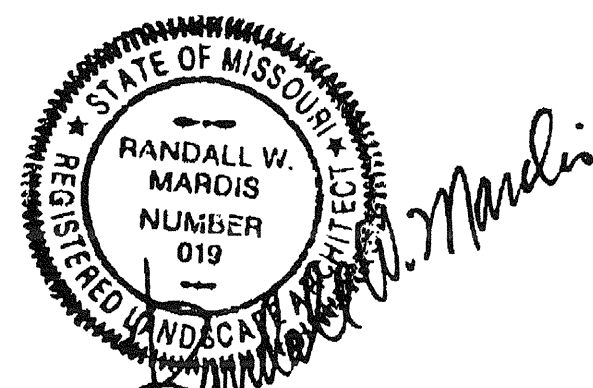


3
L1.2 WEST ENTRANCE OFF OLIVE BLVD.
SCALE: 1"=20'-0"

PLANT SCHEDULE			
TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
ARM	3	Armstrong Red Maple / <i>Acer rubrum</i> 'Armstrong'	5' Cal.
ABM	11	Autumn Blaze Maple / <i>Acer x freemanii</i> 'Jefferson'	5' Cal.
SL	5	Greenspire Littleleaf Linden / <i>Tilia cordata</i> 'Greenspire'	5' Cal.
HM	3	Hedge Maple / <i>Acer campestre</i>	5' Cal.
SAH	3	Sawtooth Oak / <i>Quercus acutissima</i>	5' Cal.
PO	3	Willow Oak / <i>Quercus phellos</i>	5' Cal.
SHL	31	'Skyline' Locust / <i>Gleditsia triacanthos</i> 'Skyline'	5' Cal.
EVERGREEN TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
CBS	2	Colorado Blue Spruce / <i>Picea pungens</i> 'Glauca'	6'-7'
EMARB	15	Emerald Arborvitae / <i>Thuja occidentalis</i> 'Emerald'	6'-7'
GGA	25	Green Giant Arborvitae / <i>Thuja plicata</i> 'Green Giant'	6'-7'
REDP	2	Red Pine / <i>Pinus resinosa</i>	6'-7'
FLOWERING TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
CRCC	24	Canada Red Chokecherry / <i>Prunus virginiana</i> 'Canada Red'	5' Cal.
ECKD	5	Empress of China Kousa Dogwood / <i>Cornus kousa</i> 'Empress of China'	5'-6'
FFR	2	Forest Pansy Redbud / <i>Cercis canadensis</i> 'Forest Pansy' TM	5' Cal.
JTL	17	Ivory Silk Japanese Tree Lilac / <i>Syringa reticulata</i> 'Ivory Silk'	5' Cal.
KC	3	Kwanzan Cherry / <i>Prunus serrulata</i> 'Kwanzan'	5' Cal.
MRB	1	Merlot Redbud / <i>Cercis x Merlot</i>	5' Cal.
PKD	6	Pink Kousa Dogwood / <i>Cornus kousa</i> 'Satomi'	5'-6'
PPFD	3	Prairie Pink Flowering Dogwood / <i>Cornus florida</i> 'Prairie Pink'	6'-7'
PSFC	3	Professor Sprenger Flowering Crabapple / <i>Malus Professor Sprenger</i>	5' Cal.
SSFC	3	Spring Snow Flowering Crabapple / <i>Malus Spring Snow</i>	5' Cal.
JNSM	4	Sweetbay Magnolia / <i>Magnolia virginiana</i> 'Jim Wilson'	6'-7'
SHRUBS	QTY	COMMON NAME / BOTANICAL NAME	SIZE
ADF	15	Arnold's Dwarf Forsythia / <i>Forsythia x intermedia</i> 'Arnold's Dwarf'	5 gal
ARA	15	Autumn Royalty Azalea / <i>Azalea x 'Conica'</i>	5 gal
BL	7	Blooming Lilac / <i>Syringa x 'Fenda'</i>	5 gal
CH	47	China Boy/Girl Holly / <i>Ilex meserveae</i> 'China Boy/Girl' TM	5 gal
YAJUN	64	Compact Youngstown Andorra Juniper / <i>Juniperus horizontalis</i> 'Youngstown'	5 gal
DY	4	Dense Yew / <i>Taxus media</i> 'Densiformis'	18"-24"
DGBS	2	Dwarf Globe Blue Spruce / <i>Picea pungens</i> 'Glabosa'	5 gal
DKL	22	Dwarf Korean Lilac / <i>Syringa meyeri</i> 'Palibin'	5 gal
EY	42	Everlow Yew / <i>Taxus x media</i> 'Everlow'	5 gal
FDN	70	Firepower Dwarf Nandina / <i>Nandina domestica</i> nana 'Firepower'	5 gal
GFS	7	Gold Flame Spirea / <i>Spiraea bumalda</i> 'Gold Flame'	5 gal
GCFC	30	Golden Charm False Cypress / <i>Chamaecyparis pisifera filifera</i> 'Golden Charm'	5 gal
GVB	46	Green Velvet Boxwood / <i>Buxus</i> 'Green Velvet'	5 gal
GLS	70	Gro-Low Fragrant Sumac / <i>Rhus aromatica</i> 'Gro-Low'	5 gal
HMA	21	Hetz Midget Arborvitae / <i>Thuja occidentalis</i> 'Hetz Midget'	5 gal
HY	17	Hicks Yew / <i>Taxus media</i> 'Hicksii'	18"-24"
LLHYD	33	Little Lime Hydrangea / <i>Hydrangea paniculata</i> 'Little Lime'	5 gal
LHI	11	Little Henry Sweetspine / <i>Itea virginica</i> 'Little Henry' TM	5 gal
DVIB	21	Mariesii Double File Viburnum / <i>Viburnum plicatum tomentosum</i> 'Mariesii'	24"-30"
MAJ	15	Mini Arcadia Juniper / <i>Juniperus sabin</i> 'Mini-Arcadia'	5 gal
MMB	45	Morris Midget Boxwood / <i>Buxus microphylla japonica</i> 'Morris Midget'	5 gal
MOH	10	Munchkin Oakleaf Hydrangea / <i>Hydrangea quercifolia</i> 'Munchkin'	5 gal
BAY	45	Northern Bayberry / <i>Myrica pensylvanica</i>	24"-30"
PNH	24	Pinky Winky Hydrangea / <i>Hydrangea paniculata</i> 'Pinky Winky'	5 gal
FJ	57	Procumbens Juniper / <i>Juniperus procumbens</i> 'Nana'	5 gal
SGJ	61	Sea Green Juniper / <i>Juniperus chinensis</i> 'Sea Green'	18"-24"
SWN	19	Summer Wine Ninebark / <i>Physocarpus opulifolius</i> 'Summer Wine'	5 gal
CLE	5	'Hummingbird' Summersweet / <i>Clethra alnifolia</i> 'Hummingbird'	5 gal
ANNUALS/PERENNIALS	QTY	COMMON NAME / BOTANICAL NAME	SIZE
HRD	19	Happy Returns Daylily / <i>Heemerocallis hybrid</i> 'Happy Returns'	1 gal
MN-SAL	14	May Night Salvia / <i>Salvia nemorosa</i> 'May Night'	1 gal
RSD	7	Red Stella Daylily / <i>Heemerocallis hybrid</i> 'Red Stella'	1 gal
VL	20	Variegated Liriope / <i>Liriope muscari</i> 'Variegata'	1 gal
GRASSES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
DFG	6	Dwarf Fountain Grass / <i>Pennisetum alopecuroides</i> 'Hemelin'	5 gal
GROUND COVERS	QTY	COMMON NAME / BOTANICAL NAME	SIZE
	4101	Big Blue Liriope / <i>Liriope muscari</i> 'Big Blue'	2 qt @ 12" OC
	1692	John Creech Sedum / <i>Sedum spurium</i> 'John Creech'	2.25" Pot @ 8" OC



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

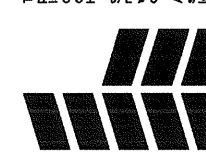


RANDALL W. MARDIS
MISSOURI LANDSCAPE ARCHITECT #000019
DATE: OCTOBER 11, 2017

landscape
TECHNOLOGIES

67 Jacobs Creek Drive
St. Charles, Missouri 63304
MO Landscape Architectural Corporation #2008008182

LANDSCAPE
SITE DEVELOPMENT PLAN
Not For Construction



Proposed New
Creve Coeur Hotel & Suites
Creve Coeur, Missouri

Kummer Hotel Development, LLC

Hospital Designers, Inc.
Frederick S. Scott, Architect

Job No.: 2017-150

DB AB CB

Sheet No.: of

L1.2

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Date: October 11, 2017

DEVELOPMENT NOTES:

1. SITE ADDRESS:
11318 OLIVE BOULEVARD
CREVE COEUR, MO 63141
LOC. NO.: 17N420432
DEED BOOK 8372, PAGE 2099
2. OWNER INFORMATION:
HBE CORPORATION
11330 OLIVE BOULEVARD
CREVE COEUR, MO 63141
3. AREA OF TRACT: 432,252 SQUARE FEET OR 9.923 ACRES, MORE OR LESS
4. PRESENT ZONING:

"CB" CORE BUSINESS DISTRICT

MIN. DISTRICT SIZE = 5 ACRES
MIN. DEVELOPABLE LOT SIZE = 0.5 ACRES
MIN. LOT WIDTH = 100 FEET
MIN. LOT DEPTH = 100 FEET

BULK REGULATIONS:

STRUCTURE HEIGHT = LOT LESS THAN 3 ACRES = 4 STORIES, OR 60 FEET
= LOT MORE THAN 3 ACRES = NO RESTRICTIONS, UNLESS
MORE THAN 6 STORIES OR 90 FEET IN HEIGHT (THEN CONDITIONAL
USE PERMIT REQUIRED)

SKY EXPOSURE PLANE REQUIREMENT FOR BUILDINGS ADJACENT TO ANY SINGLE FAMILY ZONING
DISTRICT — 30 DEGREES AT A HEIGHT OF 45 FEET FROM A POINT 100 FEET FROM THE PROPERTY
LINE

SITE COVERAGE:

MAX. IMPERVIOUS/IMPROVED COVERAGE = 63% OF SITE
LANDSCAPING/SITE IMPROVEMENT/BURIED UTILITY BONUS (PERMITTED BY P/2) = 70% OF SITE

MAX. FLOOR AREA RATIO:

1 SQUARE FOOT PER SQUARE FOOT OF SITE

YARD REQUIREMENTS:

MAX. FRONT = MINIMUM 50 FEET OF BUILDING ELEVATION PARALLEL TO STREET RIGHT-OF-WAY
SHALL BE LOCATED AT MAXIMUM OF 15 FEET FROM RIGHT-OF-WAY. FIRST 10 FEET FROM RIGHT-OF-
WAY SHALL CONTAIN PLANTINGS AT REGULAR INTERVALS AND SIDEWALK (UNLESS SIDEWALK
ALREADY EXISTS IN RIGHT-OF-WAY).

FOR OLIVE BLVD FRONTAGE = 80 FEET FROM ESTABLISHED RIGHT-OF-WAY. FIRST 10 FEET FROM
RIGHT-OF-WAY SHALL CONTAIN PLANTINGS AT REGULAR INTERVALS AND SIDEWALK (UNLESS
SIDEWALK ALREADY EXISTS IN RIGHT-OF-WAY).

MIN. SIDE YARD = 10 FEET

MIN. REAR YARD = 10 FEET

BUFFER YARD = IF ABUTTING A SINGLE FAMILY RESIDENTIAL DISTRICT, BUFFER YARD OF 50 FEET OF
ALL SIDES THAT ABUT OR ADJOIN A SINGLE FAMILY DISTRICT, ANY BUILDING OVER 3 STORIES OR 45
FEET SHALL HAVE A BUFFER SETBACK OF 200 FEET, AND SHALL BE INCREASED ADDITIONALLY BY 2
FEET FOR EVERY FOOT OF BUILDING HEIGHT EXCEEDING 45 FEET.

ADDITIONAL REQUIREMENTS FOR LIGHTING, PARKING, ETC. CONTAINED IN ZONING CODE TABLE

(INFORMATION ABOVE TAKEN BY SURVEYOR FROM CITY OF CREVE COEUR ZONING CODE. A ZONING
REPORT WAS NOT PROVIDED).

5. PROPERTY SERVED BY THE FOLLOWING:

WATER MISSOURI AMERICAN WATER COMPANY
SEWER METROPOLITAN ST. LOUIS SEWER DISTRICT
TELEPHONE AT&T
GAS LACLEDE GAS
ELECTRIC AMEREN MISSOURI
CREVE COEUR FIRE PROTECTION DISTRICT
PARKWAY SCHOOL DISTRICT

6. ACCORDING TO THE FIRM FLOOD INSURANCE RATE MAP 29189C0191 K DATED FEBRUARY 04, 2015, THIS
DEVELOPMENT IS LOCATED IN ZONE X UNSHADED, AREAS DETERMINED TO BE OUTSIDE THE 0.2% CHANCE
ANNUAL FLOODPLAIN.

7. THD DESIGN GROUP HAS USED EXCLUSIVELY THE TITLE COMMITMENT POLICY SUPPLIED BY RESOLUTIONS TITLE
INC. (WESTCOR LAND TITLE INSURANCE COMPANY), ORDER NO. 16-27373, HAVING AN EFFECTIVE DATE OF
SEPTEMBER 19, 2016. THE ITEMS FOUND IN THE SCHEDULE B, SECTION II ARE LISTED BELOW.

FILE NO. 16-27373

- ITEM 1-11: ARE NOT OF A SURVEY NATURE
- ITEM 12: EASEMENT GRANTED TO UNION ELECTRIC CO., ACCORDING TO INSTRUMENT
RECORDED IN BOOK 1864 PAGE 374(DOES NOT AFFECT OUR PROPERTY), AND IN BOOK
7357 PAGE 2403(DOES NOT AFFECT OUR PROPERTY), AND IN BOOK
7357 PAGE 2411(AS SHOWN HEREON) OF THE ST. LOUIS COUNTY RECORDS.
- ITEM 13: EASEMENT GRANTED TO METROPOLITAN ST. LOUIS SEWER DISTRICT, ACCORDING
TO INSTRUMENT RECORDED IN BOOK 4955 PAGE 510(AS SHOWN HEREON), IN
BOOK 5090 PAGE 526(AS SHOWN HEREON), IN BOOK 5125 PAGE 614(AS
SHOWN HEREON), IN BOOK 5125 PAGE 616(AS SHOWN HEREON), IN BOOK 5125
PAGE 618(AS SHOWN HEREON), IN BOOK 5125 PAGE 520(AS SHOWN HEREON),
IN BOOK 6861 PAGE 1300(AS SHOWN HEREON) AND IN BOOK 6815 PAGE 1386
(AS SHOWN HEREON) OF THE ST. LOUIS COUNTY RECORDS.
- ITEM 14: EASEMENT GRANTED TO CITY OF CREVE COEUR, ACCORDING TO INSTRUMENT
RECORDED IN BOOK 7352 PAGE 1499(AS SHOWN HEREON), AND IN BOOK 7389
PAGE 1157(AS SHOWN HEREON) OF THE ST. LOUIS COUNTY RECORDS.
- ITEM 15: MAINTENANCE AGREEMENT GRANTED TO METROPOLITAN ST. LOUIS SEWER
DISTRICT, ACCORDING TO INSTRUMENT RECORDED IN BOOK 7400 PAGE 2124 OF
THE ST. LOUIS COUNTY RECORDS.(MAINTENANCE AGREEMENT, NOT SURVEY RELATED)
- ITEM 16: EASEMENT GRANTED TO LEVEL 3 COMMUNICATIONS LLC, ACCORDING TO INSTRUMENT
RECORDED IN BOOK 16619 PAGE 1367 OF THE ST. LOUIS COUNTY RECORDS.(AS
SHOWN HEREON)
- ITEM 17: EASEMENT GRANTED TO UNION ELECTRIC CO DBA AMEREN UE, ACCORDING TO
INSTRUMENT RECORDED IN BOOK 18295 PAGE 3192 AND IN BOOK 18640 PAGE 3626
OF THE ST. LOUIS COUNTY RECORDS.(AS SHOWN HEREON)
- ITEM 18: ARE NOT OF A SURVEY NATURE

8. THERE WERE A TOTAL OF 696 PARKING SPACES LOCATED ON THIS PARCEL, 14 OF WHICH ARE HANDICAP
ACCESSIBLE.

9. BASIS OF BEARINGS: GRID NORTH OF THE MISSOURI STATE PLANE COORDINATE SYSTEM, NAD' 83 (2011),
ZONE EAST.

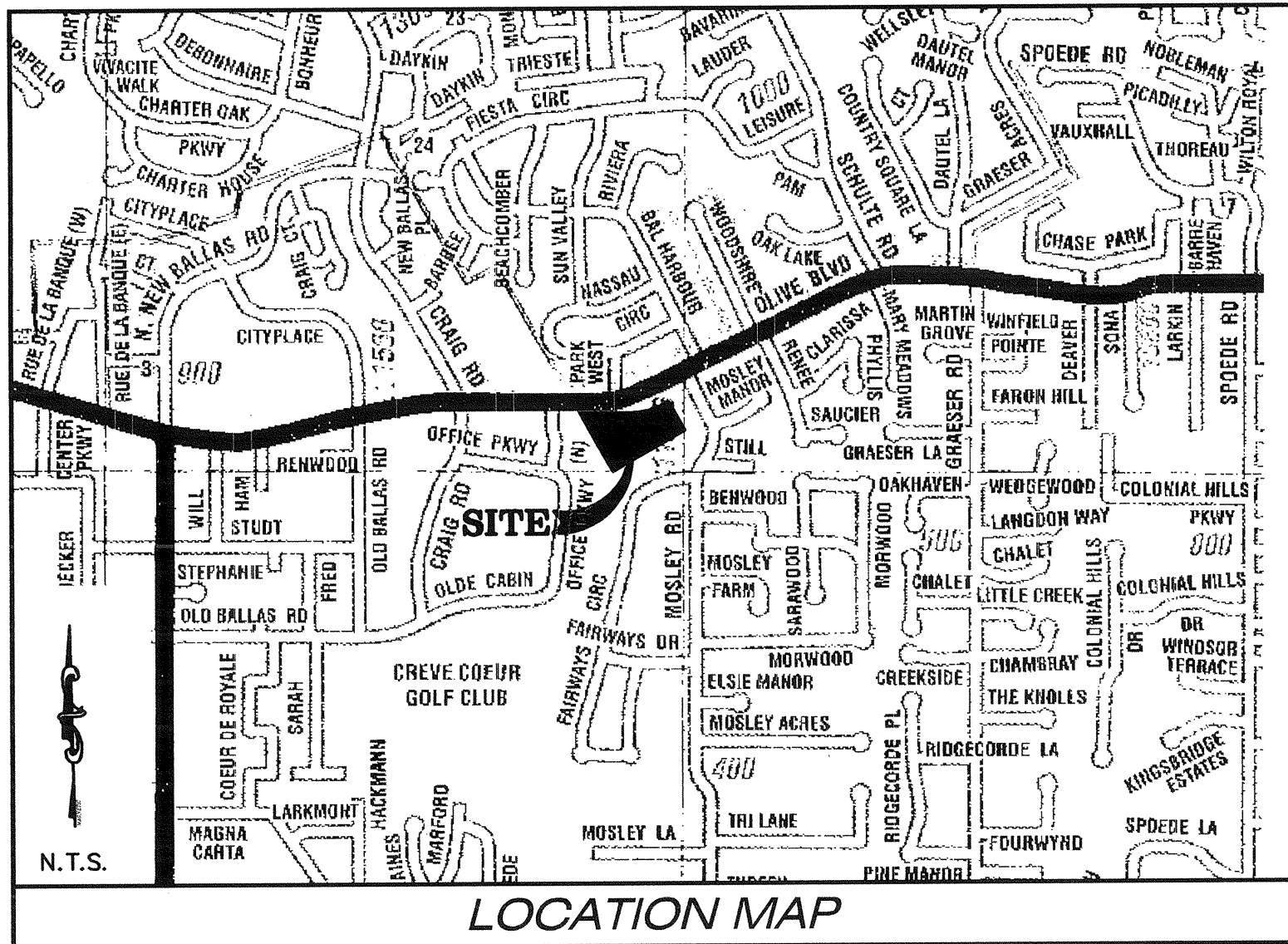
10. ORIGINAL SURVEY COMPLETED BY THD DESIGN GROUP, INC. ON NOVEMBER 11, 2016.

11. STATE PLANE COORDINATE VALUES SHOWN ON TWO CORNERS ARE LABELED AS "SPC", AND ARE BASED
UPON VALUES DETERMINED BY OBSERVATIONS OBTAINED FROM THE MODOT VRS/GPS NETWORK. VALUES SHOWN
ARE IN METERS, AND ARE BASED UPON THE MISSOURI STATE PLANE COORDINATE SYSTEM, NAD '83 (2011),
EAST ZONE.



UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE INFORMATION AND THEREFORE THEIR LOCATIONS SHALL BE CONSIDERED
APPROXIMATE ONLY. THE VERIFICATION OF THE LOCATION OF ALL UNDERGROUND UTILITIES, EITHER SHOWN OR NOT SHOWN ON THESE PLANS,
SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, AND SHALL BE LOCATED PRIOR TO ANY GRADING AND/OR CONSTRUCTION OF IMPROVEMENTS.

AN ALTA/NSPS LAND TITLE SURVEY FOR 11318 OLIVE BOULEVARD A TRACT OF LAND BEING PART OF LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION, U.S. SURVEY 1962, TOWNSHIP 45 NORTH, RANGE 5 EAST, AND AS RECORDED IN D.B. 8372 PG. 2099, ST. LOUIS COUNTY, MISSOURI



LAND DESCRIPTION PER TITLE:

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

BEGINNING AT A POINT ON THE SOUTHEASTERN LINE OF SAID U.S. SURVEY 1962 SAID POINT BEING THE
MOST SOUTHERN CORNER OF SAID LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION; THENCE ALONG
THE SOUTHWESTERN LINE OF SAID LOT 3 NORTH 28 DEGREES 10 MINUTES 56 SECONDS WEST, 718.61
FEET TO ITS INTERSECTION WITH THE SOUTHERN LINE OF OLIVE STREET (MISSOURI STATE HIGHWAY
K-340), AS WIDENED; THENCE ALONG SAID ROAD LINE SOUTH 88 DEGREES 47 MINUTES 26 SECONDS
EAST, 517.65 FEET TO A POINT OF CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE
TO THE LEFT HAVING A RADIUS OF 1000.5 FEET AN ARC DISTANCE OF 104.72 FEET TO A POINT OF
COMPOUND CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A
RADIUS OF 761.19 FEET AN ARC DISTANCE OF 238.69 FEET TO A POINT OF COMPOUND CURVE; THENCE
CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 1000.05 FEET AN
ARC DISTANCE OF 97.40 TO A POINT; THENCE CONTINUING ALONG SAID ROAD LINE SOUTH 73 DEGREES
16 MINUTES 49 SECONDS EAST, 14.06 FEET TO A POINT ON THE SOUTHWESTERN LINE OF MOSLEY ROAD
AS WIDENED BY THE COUNTY COURT OF ST. LOUIS COUNTY DURING THE FEBRUARY TERM, 1919; THENCE
ALONG SAID LINE OF MOSLEY ROAD SOUTH 27 DEGREES 57 MINUTES 26 SECONDS EAST, 333.19 FEET
TO AN ANGLE POINT THEREIN; THENCE CONTINUING ALONG SAID ROAD LINE SOUTH 12 DEGREES 01
MINUTE 49 SECONDS WEST, 9.81 FEET TO ITS INTERSECTION WITH THE SOUTHEASTERN LINE OF U.S.
SURVEY 1962, AS AFOREMENTIONED; THENCE ALONG SAID SURVEY LINE SOUTH 61 DEGREES 34 MINUTES
00 SECONDS WEST, 874.62 FEET TO THE POINT OF BEGINNING.

ALTA/NSPS LAND TITLE SURVEY CERTIFICATION:

TO: KUMMER HOTEL DEVELOPMENT LLC / WESTCOR LAND TITLE INSURANCE COMPANY /
RESOLUTIONS TITLE, INC.:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE
MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR
ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS
AND INCLUDES ITEMS 1,2,3,4,6(b),7(c),8,9,11(BY OBSERVED EVIDENCE) & 13 OF TABLE "A"
THEREOF. THE FIELD WORK WAS COMPLETED ON JULY 1, 2017.

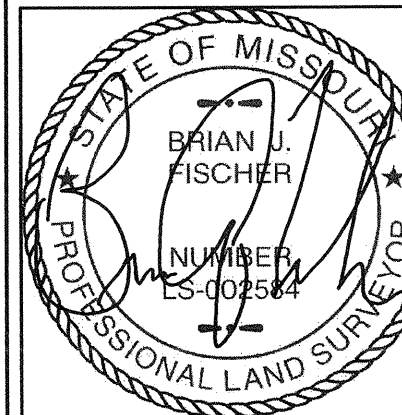
PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA NSPS AND IN EFFECT ON
THE DATE OF THIS CERTIFICATION, I FURTHER CERTIFY THAT IN MY PROFESSIONAL OPINION,
AS A LAND SURVEYOR REGISTERED IN THE STATE OF MISSOURI, THE RELATIVE POSITIONAL
ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN. THIS
SURVEY WAS EXECUTED IN COMPLIANCE WITH THE CURRENT STANDARDS FOR PROPERTY
BOUNDARY SURVEYS (20 CSR 2030-16.040) OF THE MISSOURI DEPARTMENT OF ECONOMIC
DEVELOPMENT. THIS SURVEY MEETS THE ACCURACY STANDARDS SET FORTH FOR AN
URBAN PROPERTY.

DATE OF PLAT OR MAP: 7/7/2017.

BRIAN J. FISCHER, L.S. 2584

SYMBOL LEGEND

×	FOUND CROSS	⊞	ELECTRIC BOX	TV	CABLE TV BOX
○	FOUND IRON PIPE	⊞	ELECTRIC METER	×	LIGHT STANDARD
●	SET IRON ROD	⊞	POWER POLE	⊞	CLEAN OUT
⊞	BENCHMARK	⊞	GUY WIRE	⊞	SANITARY MANHOLE (EXISTING)
⊞	TRAFFIC SIGNAL BOX	⊞	GAS METER	⊞	STORM SEWER MANHOLE (EXISTING)
□	PHONE BOX	⊞	GAS VALVE	⊞	STORM SEWER DRAIN (EXISTING)
⊞	UTILITY MANHOLE	⊞	WATER METER	⊞	GRATE INLET (EXISTING)
⊞	BOLLARD	⊞	WATER VALVE	⊞	AREA INLET (EXISTING)
⊞	MAILBOX	⊞	HYDRANT	⊞	GENERAL SURFACE DRAINAGE
⊞	SIGN	⊞	WATER SHUT OFF	⊞	EXISTING CONTOUR
○	POST	⊞	SPRINKLER HEAD	⊞	TREE LINE
⊞	EXISTING SHRUB	⊞	IRRIGATION VALVE BOX	⊞	8" PVC SAN. SEWER (EXISTING)
⊞	EXISTING DECIDUOUS TREE	⊞	WELL	⊞	12" CMC STORM DRAIN (EXISTING)
⊞	EXISTING EVERGREEN TREE	⊞	TEST HOLE		



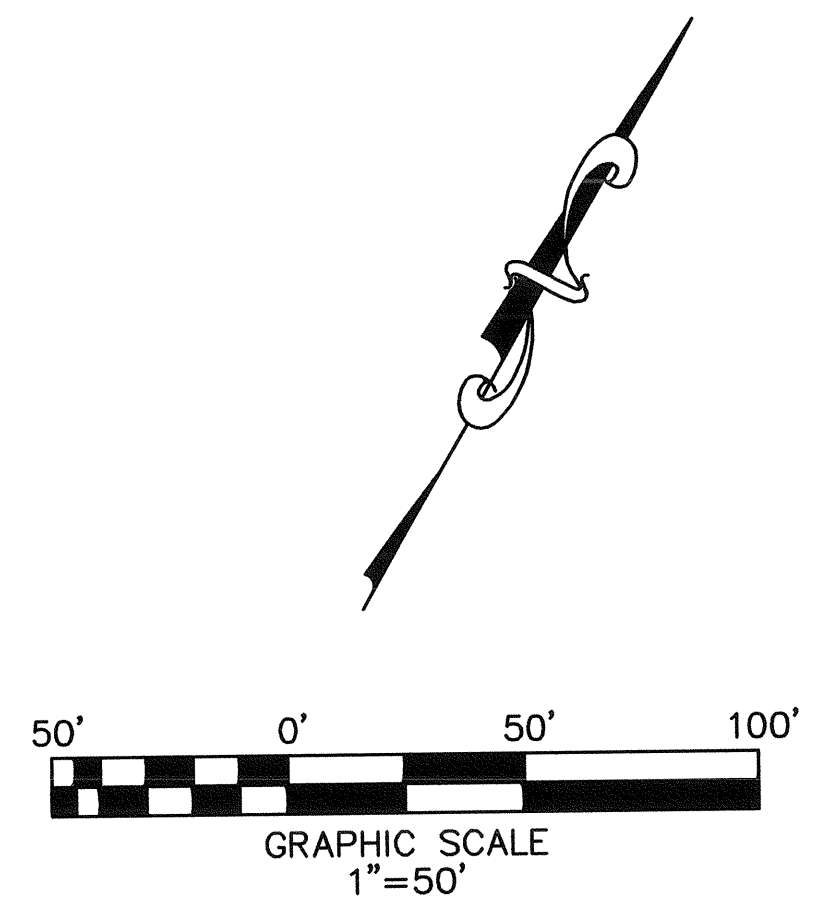
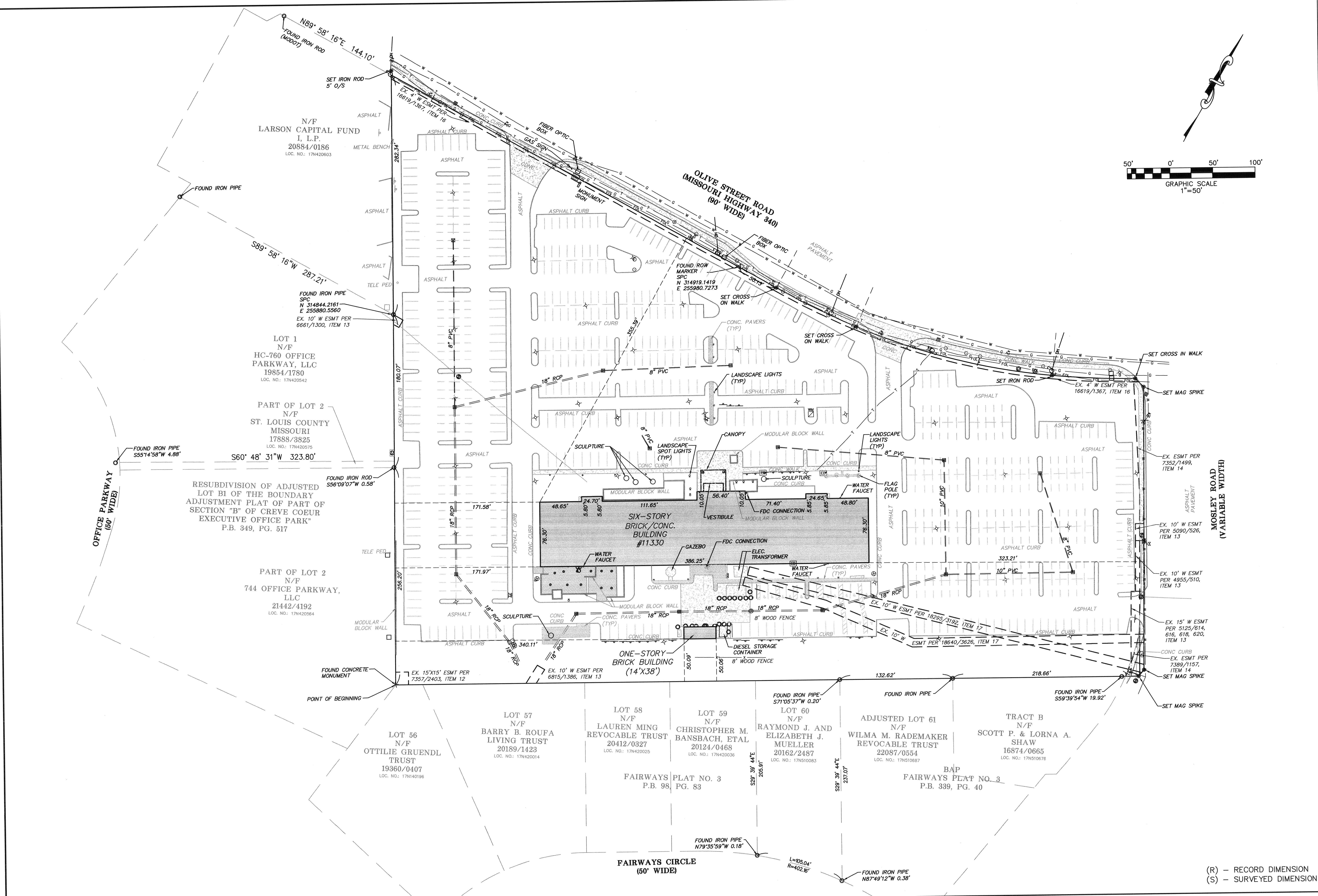
Date: Aug 08, 2017
Brian J. Fischer
P.L.S. #2584

PROJECT NUMBER: 16-287

DATE: 11/11/2016

DRAWN BY: MTS

1 OF 2



07/07/2017 SURVEY UPDATE AND RECERTIFICATION
07/27/2017 ADDED STATE PLANE COORDINATE DATUM NOTES

THD DESIGN GROUP, INC.

"your solution for engineering and surveying"

148 CHESTERFIELD INDUSTRIAL BLVD. STE. E. CHESTERFIELD, MO 63005
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WWW.THDDSGROUP.COM
Corporate Certificate of Authority #201100415

AN ALTA/NSPS LAND TITLE SURVEY FOR
11318 OLIVE BOULEVARD
A TRACT OF LAND BEING PART OF LOT 3 OF THE
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AND AS RECORDED IN D.B. 8372 PG. 2099,
ST. LOUIS COUNTY, MISSOURI

Attachment: Applicant's Materials submitted 10-11-2017 (#17-028: HBE Rezoning to PCD)

SEAL OF THE STATE OF MISSOURI
BRIAN FISCHER
NUMBER 145025017
Date: Aug. 08, 2017
Brian J. Fischer
P.L.S. #2584

PROJECT NUMBER: 16-287
DATE: 11/11/2016
DRAWN BY: MT5

2 OF 2

(R) - RECORD DIMENSION
(S) - SURVEYED DIMENSION

Packet Pg. 222

Traffic Impact Study for Proposed 11330 Olive Boulevard Development

Creve Coeur, Missouri

July 7, 2017

Prepared For:

11330 Olive Boulevard Development
11330 Olive Boulevard
Creve Coeur, Missouri 63141

Prepared by:

Lochmueller Group, Inc.
411 North 10th Street, Suite 200
St. Louis, Missouri 63101



517-0058-0TE

Attachment: 11330 Olive Blvd Traffic Impact Study 2017-07-07 (#17-028: HBE Rezoning to PCD)

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EXECUTIVE SUMMARY

Lochmueller Group prepared the following traffic impact study to evaluate the impact of a proposed multi-use redevelopment located in the southwest quadrant of Olive Boulevard and Mosley Road in Creve Coeur, Missouri. The development would consist of a hotel building, a commercial use building, and a restaurant. Access to the site is proposed via two existing driveways on Olive Boulevard and a driveway on North Mosley Road.

Existing conditions show that all intersections operate acceptably with all notable measures of effectiveness, such as level of service (LOS), delay per vehicle, and 95th percentile queues. The existing office building is approximately 10% occupied, so it is generating very little traffic, yet the outbound movements are operating at a LOS D due to the high amount of volume on Olive Boulevard. Queues are minimal and the volume-to-capacity (v/c) ratios show the approach can handle much more volume before reaching capacity.

Baseline 2019 and 2039 both considered a 0.5% growth per year to account for general regional growth in traffic. In addition, the 2039 baseline scenario also considered three likely background developments: Wolff Properties parcel located just west of the site, and two gas station and car wash developments near Olive with Schulte and Graeser. With the added development, very little changed in the analysis results when comparing to the existing condition. The northbound approach at the two Olive Boulevard site entrances fall to a LOS E (one during the midday peak, the second during the afternoon peak), but the signal at Olive and Mosley continued to operate acceptably.

Trips were forecasted for the proposed trips generated by the site. A common trip reduction was taken for those utilizing multiple land uses on the site, and pass-by trips were assumed for the commercial use building for the afternoon and midday peak hours. With these reductions, it is anticipated that the development will generate approximately 145 morning peak hour trips, 235 afternoon peak hour trips, and 245 midday peak hour trips. This is fewer morning and afternoon trips, but more midday peak trips, than what would be expected of the existing office building if it were completely occupied.

The anticipated trips for the proposed site were distributed onto the network based on prevailing traffic patterns, the proposed land uses, and a distribution that is similar to that used by other traffic studies performed recently in the area. The existing driveway volumes were removed from the network and the proposed trips were added on to the 2019 and 2039 baseline volumes to achieve the 2019 and 2039 forecasted volumes for the build-out of the site.

The forecasted volumes were then analyzed using Synchro 9, similar to the existing and baseline condition analyses. The results showed that the proposed uses on the site will have a negligible impact on the signal at Olive and Mosley. The driveways leaving the site may drop to a LOS E or F, depending on whether it's 2019 or 2039 condition, but a longer delay at an

Attachment: 11330 Olive Blvd Traffic Impact Study 2017-07-07 (#17-028: HBE Rezoning to PCD)



unsignalized location on a busy corridor such as Olive is to be expected. These longer delays are offset by minimal queuing (three vehicles or less as the 95th percentile queue) and low volume-to-capacity (v/c) ratios. To assist with any delays that may occur, wayfinding signage may be placed in the parking circulation area to direct patrons and visitors to the Mosley Road entrance, where drivers would have access to a signal in order to turn left onto Olive Boulevard. The analysis showed that there is still capacity remaining on the northbound approach to Olive Boulevard, and can accommodate more site traffic if it were to depart from the site differently than shown in this study.

With two full access entrances on Olive Boulevard, the traffic load is able to be spread across the entrances, resulting in shorter queues and delays. Delays onto a major road such as Olive are even expected by drivers, and they may be more tolerant of delay in this area, but with the heavy movements on Olive Boulevard, if left turns were restricted, drivers leaving the site would become frustrated at a longer delay, and may potentially hurt the viability of the site.

Overall, it is determined that the proposed uses will not substantially impact the surrounding roadway network, particularly considering it is anticipated to generate fewer trips than the existing by-right office use if the building was full.

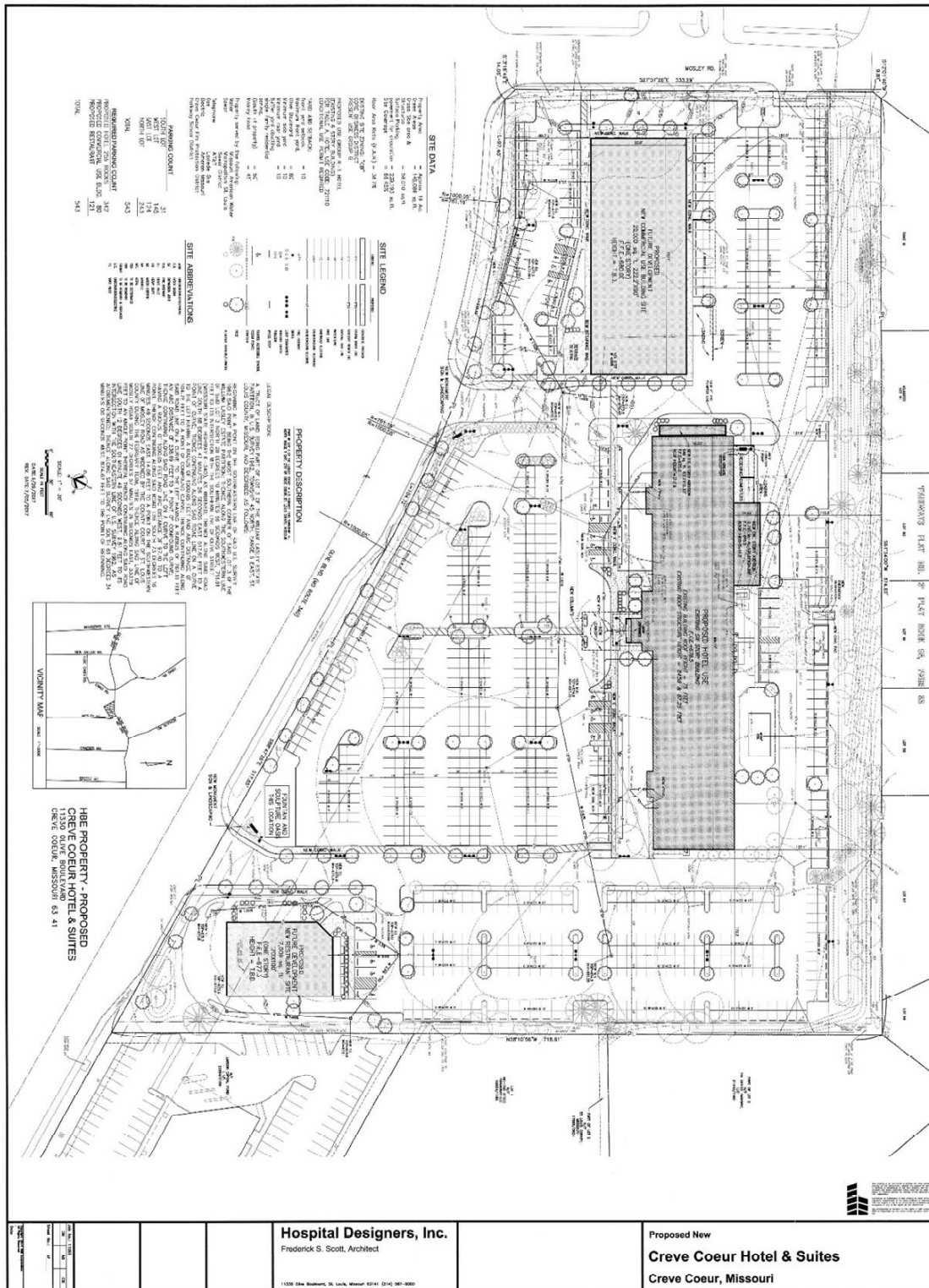


Figure 1: Preliminary Site Plan (By Others, Subject to Change)



EXISTING CONDITIONS

To identify the traffic impacts associated with the proposed redevelopment, it was first necessary to quantify roadway, traffic, and operating conditions as they currently exist.

Existing Roadway Conditions

The study area road system was inventoried to identify existing roadway types, laneage, functional classifications, posted speeds, access provisions, and intersection configurations. Existing intersection laneage and traffic control are depicted in Figure 2.

Olive Boulevard (Route 340) is a principal arterial roadway and a major east-west commercial corridor in the City of Creve Coeur. It typically has two through lanes in each direction plus a center two-way left-turn lane. In select locations, Olive Boulevard includes auxiliary right-turn lanes, a third through lane, and/or raised medians to restrict left-turn movements. Olive Boulevard is maintained by MoDOT and has a posted speed limit of 35 miles per hour (mph).

Mosley Road is classified as a minor collector. It runs north-south along the eastern periphery of the site. Adjacent to the site, Mosley Road has one northbound lane, one southbound lane. It is maintained by the City of Creve Coeur and has a posted speed limit of 30 mph.

The intersection of Olive Boulevard with Mosley Road is signalized and operates as part of a coordinated system maintained by MoDOT. The system includes signals along the full length of Route 340 from University City to Ellisville. It operates a 140-second cycle length during the morning and afternoon commuter peak periods. Given the predominantly bi-directional traffic flows along Olive Boulevard, the system promotes two-way coordination to the extent possible. Though this is a coordinated system, only the intersection at Mosley was identified for inclusion in the traffic study.

The intersection of Olive Boulevard and Mosely Road is a three-legged 'T' intersection: Olive Boulevard runs east-west, and Mosley approaches from the south. The intersection has dedicated left-turn lanes on westbound and northbound approaches. Northbound left-turns may only occur during the protected phase (green arrow). Westbound left-turns may occur during the protected phase (green arrow) or during the permissive phase yielding to opposing traffic. The permissive phase is denoted with a flashing yellow arrow indicator. Signalized pedestrian accommodations exist across the east leg of the intersection.

Sidewalks are currently provided along the Olive Boulevard adjacent to the site, and along the west side of Mosley Road adjacent to the site. The intersection of Olive Boulevard and Mosley Road appears to be compliant with the Americans with Disabilities Act (ADA). The intersection has crosswalks, push buttons and signal indicators, and curb ramps enabling access between north and south sidewalks along Olive Blvd. The crosswalk operates with northbound approach's green phase.

Attachment: 11330 Olive Blvd Traffic Impact Study 2017-07-07 (#17-028: HBE Rezoning to PCD)

[illegible]

Future patrons and employees will have access to a transit route on Olive Boulevard, as shown in Figure 3.

Two bus stops currently exist near the site. One is located adjacent the northwest corner of the property for eastbound buses, immediately east of the intersection of Olive and Office Parkway North. It is glass-enclosed shelter to protect riders from inclement weather, and has a bench for seating. The complementary westbound bus stop immediately west of the Office Parkway North intersection does not have a shelter, but only a small standing area off the sidewalk next to a bus stop sign. Similarly, a second set of bus stops currently exist immediately east of the signal at Olive and Mosley, with the south stop that serves eastbound buses having a full bus shelter, while the westbound bus stop does not.



Figure 3: Existing Study Area Transit Routes



Existing Traffic Conditions

To quantify study area traffic volumes, turning movement counts were conducted at the study intersections during the morning (7:00 to 9:00 a.m.), midday (11:00 a.m. to 1:00 p.m.), and afternoon (4:00 to 6:00 p.m.) peak periods of a typical weekday. Counts were obtained in May 2017 while school was still in session. From the counts, it was determined that the peak hours occur from 7:30 to 8:30 in the morning, 11:45 to 12:45 in the midday, and from 4:15 to 5:15 in the afternoon. Existing peak hour traffic volumes are illustrated in Figure 4.

The heaviest traffic volumes occur during the afternoon peak hour followed by the midday and morning peak hours. Volumes are relatively balanced in both directions along Olive Boulevard. On Mosley Road, morning peak hour volumes are marginally heavier in the northbound direction, whereas afternoon peak hour volumes are higher southbound. For the midday peak hour, there is no noticeable difference between the directions. MoDOT's historical average daily traffic volumes from 2015 show that Olive Boulevard carries approximately 28,600 vehicles per day. Mosley Road adjacent to the site serves approximately 200 vehicles during afternoon peak hour, suggesting that overall daily volume would be on the order of 2,000 vehicles. For purposes of this study, and to study a worst-case scenario, the intersection of Mosley Road with the east site entrance and the offset Mosley Manor Court was considered a single intersection.

Existing Operating Conditions

Traffic operating conditions at the study intersections were evaluated using Synchro 9, which is a commonly used traffic analysis tool based on methodologies outlined in the "Highway Capacity Manual" (HCM), published in 2010 by the Transportation Research Board.

The performance of the transportation system is quantified by Levels of Service (LOS), which are measures of traffic flow that consider factors such as speed, delay, interruptions, safety, and driver comfort and convenience. There are six levels of service ranging from LOS A ("free flow") to LOS F ("oversaturated"). LOS C is commonly used for design purposes and represents a roadway with volumes utilizing 70 to 80 percent of its capacity. LOS E is considered acceptable for peak period conditions in urban and suburban areas.

Levels of service criteria vary depending upon the roadway component being evaluated. Intersections are most commonly evaluated, since roadway capacity is typically dictated by the number of vehicles that can be served at critical intersections. For intersections, the criteria are based on delay and the type of control (i.e., whether it is signalized or unsignalized).

For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement, then aggregated for each approach and the intersection as a whole. For intersections with partial (side-street) stop control, delay is calculated for the minor movements only (side-street approaches and major road left-turns), since through traffic on multi-lane major roads are not required to stop.

Attachment: 11330 Olive Blvd Traffic Impact Study 2017-07-07 (#17-028: HBE Rezoning to PCD)

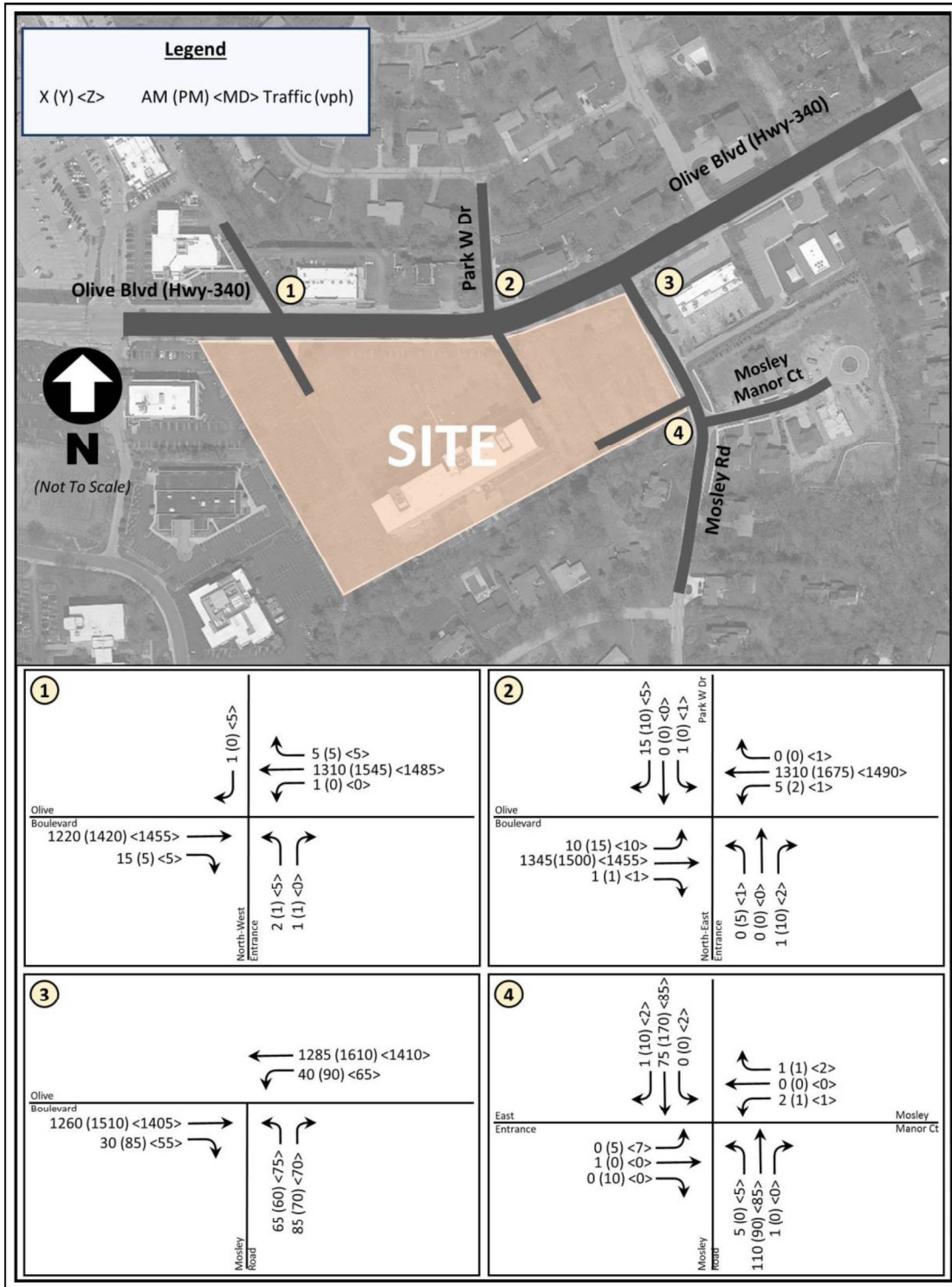


Figure 4: Existing Traffic Volumes



The levels of service criteria also differ depending on the type of intersection control. Signalized intersections reflect higher delay tolerances as compared to unsignalized locations because motorists are accustomed to and accept longer delays at signals. The thresholds for intersection levels of service are summarized in Table 1.

Table 1: Intersection Level of Service Thresholds

Level of Service	Control Delay per Vehicle (sec/veh)	
	Signalized	Unsignalized
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

Existing operating conditions are summarized in Table 2, and presented in terms of level of service, delay, and 95th percentile queue.

Generally, the signalized intersection of Olive Boulevard with Mosley Road operates at acceptable levels of service which is LOS A. All the mainline movements at this intersection have LOS B or better during the peak hours, while the northbound movement that experiences lengthier delays commensurate with LOS D. This is typical for the Olive Boulevard corridor, which has signal timings that favor vehicle flow on the mainline movements.

Existing peak hour conditions are acceptable at each of the site's access driveways. All movements turning directly into or out of the site onto Olive Boulevard or Mosley Road operate at LOS D or better during the peak hours, with no more than a one-vehicle queue in any of the studied peak hours.

**Table 2: Existing Operating Conditions**

Intersection/ Approach	AMPH		PMPH		MDPH	
	LOS (Delay)	Queue	LOS (Delay)	Queue	LOS (Delay)	Queue
Olive Blvd/NW Parking Entrance						
Eastbound Approach	A (0.0)	0'	A (0.0)	0'	A (0.0)	0'
Westbound Left Approach	B (12.2)	0'	B (13.0)	0'	B (13.3)	0'
Northbound Approach	D (25.7)	2'	C (24.7)	1'	D (33.9)	4'
Southbound Approach	B (12.4)	0'	B (12.5)	0'	B (11.9)	1'
Overall Intersection	A (0.0)	--	A (0.0)	--	A (0.1)	--
Olive Blvd/Park W Dr						
Eastbound Left Approach	B (12.0)	2'	C (15.2)	4'	B (13.3)	2'
Westbound Left Approach	B (13.0)	1'	B (14.6)	0'	B (13.8)	0'
Northbound Approach	D (27.7)	1'	D (33.1)	13'	D (25.5)	2'
Southbound Approach	B (14.0)	4'	C (17.5)	4'	C (18.1)	2'
Overall Intersection	A (0.2)	--	A (0.4)	--	A (0.1)	--
Olive Blvd/Mosley Rd						
Eastbound Approach	A (8.2)	320'	B (10.5)	508'	B (10.6)	378'
Westbound Approach	A (3.8)	208'	A (4.8)	294'	A (4.8)	231'
Northbound Approach	D (40.9)	113'	D (48.2)	108'	D (41.8)	109'
Overall Intersection	A (7.6)	--	A (9.1)	--	A (9.5)	--
Mosley Rd/Mosley Manor Ct						
Eastbound Approach	A (9.3)	0'	A (9.7)	2'	A (9.7)	1'
Westbound Approach	A (9.6)	0'	A (9.5)	0'	A (9.2)	0'
Northbound Approach	A (0.3)	0'	A (0.1)	0'	A (0.4)	0'
Southbound Approach	A (0.1)	0'	A (0.0)	0'	A (0.2)	0'
Overall Intersection	A (0.3)	--	A (0.7)	--	A (0.6)	--

2019 BASELINE CONDITIONS

Based on the developer's anticipated schedule, 2019 was assumed to be the opening year. As agreed upon at the scoping meeting, an annual growth rate of 0.5% was applied to existing traffic to account for regional traffic growth. No background sites were identified for inclusion in the 2019 Baseline condition. Peak hour traffic volumes and operating conditions in 2019 are illustrated in Figure 5 and Table 3, respectively.

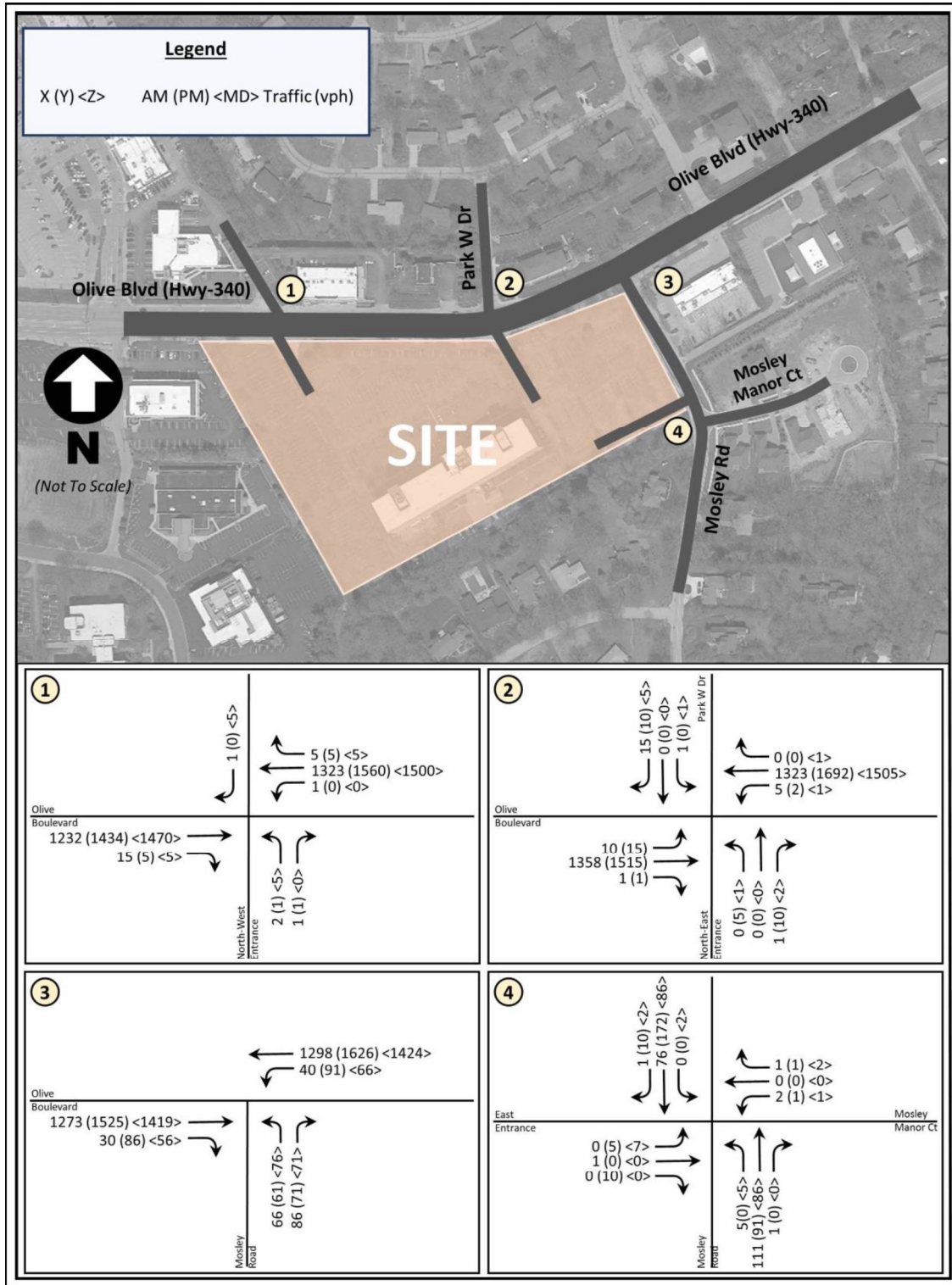


Figure 5: 2019 Baseline Traffic Volumes

Intersection/ Approach	AMPH		PMPH		MDPH	
	LOS (Delay)	Queue	LOS (Delay)	Queue	LOS (Delay)	Queue
Olive Blvd/NW Parking Entrance						
Eastbound Approach	A (0.0)	0'	A (0.0)	0'	A (0.0)	0'
Westbound Left Approach	B (12.2)	0'	B (13.1)	0'	B (13.4)	0'
Northbound Approach	C (24.2)	1'	D (25.0)	1'	D (33.8)	3'
Southbound Approach	B (12.2)	0'	B (12.4)	0'	B (12.0)	1'
Overall Intersection	A (0.0)	--	A (0.0)	--	A (0.1)	--
Olive Blvd/Park W Dr						
Eastbound Left Approach	B (12.1)	2'	C (15.4)	3'	A (2.0)	2'
Westbound Left Approach	B (13.1)	1'	B (14.3)	0'	A (0.0)	0'
Northbound Approach	C (15.0)	0'	D (29.0)	8'	D (28.3)	2'
Southbound Approach	B (13.2)	3'	C (18.2)	4'	C (19.2)	2'
Overall Intersection	A (0.2)	--	A (0.3)	--	A (0.1)	--
Olive Blvd/Mosley Rd						
Eastbound Approach	A (8.2)	324'	B (10.7)	522'	B (10.4)	385'
Westbound Approach	A (3.8)	210'	A (4.8)	298'	A (4.7)	235'
Northbound Approach	D (41.2)	112'	D (48.2)	107'	D (40.3)	112'
Overall Intersection	A (7.9)	--	A (9.2)	--	A (9.1)	--
Mosley Rd/Mosley Manor Ct						
Eastbound Approach	A (9.2)	0'	A (9.6)	2'	A (9.5)	1'
Westbound Approach	A (9.1)	1'	A (9.5)	0'	A (9.1)	0'
Northbound Approach	A (0.3)	0'	A (0.1)	0'	A (0.4)	0'
Southbound Approach	A (0.1)	0'	A (0.0)	0'	A (0.2)	0'
Overall Intersection	A (0.3)	--	A (0.5)	--	A (0.6)	--



2039 BASELINE CONDITIONS

Future planning year conditions without the proposed redevelopment were established as a benchmark from which to compare potential traffic impacts. The opening year of the proposed development was assumed to be 2019, with future horizon year conditions evaluated for 2039.

Background Studies

Per the discussion during the scoping meeting, three developments were identified for inclusion in the 20-year design horizon analysis, locations of which are shown in Figure 6. The land uses described in the following tables are the best available information at this time, and are subject to change as development plans finalize.



Figure 6: Location of Background Developments

Property at Olive & Craig

In August 2015, Lochmueller Group prepared a traffic impact study for Wolff Properties, Inc. to evaluate the impact of a proposed multi-use redevelopment surrounded by Olive Boulevard to the north, Craig Road to the west, Office Parkway North on the east, and Office Parkway to the south. At the time, the development would consist of an apartment building, a bank with drive-thru, a strip (specialty) retail building, and a Starbucks with drive-thru. The land use assumptions and trip distribution in this previous study were replicated in the current study as a background site, though these may change before redevelopment of the parcel takes place. These calculations, based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, and assumptions are provided in Table 4.

Use	AM Peak Hour			PM Peak Hour			Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Starbucks	130	120	250	55	50	105	45	45	90
Bank with Drive-Thru	15	15	30	30	30	60	35	30	65
Retail	10	5	15	25	25	50	30	25	55
Apartments	10	50	60	50	30	80	50	35	85
Craig Road Background Site	160	195	355	160	135	295	160	135	295
Existing Site Trips (2015 Counts)	-145	-130	-275	-105	-95	-200	-65	-80	-145
Net Increase - Wolff Properties Background Site	15	65	80	55	40	95	95	55	150

The second background site identified in the scoping meeting was the expansion of the existing gas station in the northwest quadrant of Olive Boulevard and Schulte Road, which is anticipated to add six fueling positions and a self-service car wash. Since it is an expansion of an existing land use, a trip generation was performed for only the new fueling positions and a separate self-service car wash, as shown in Table 5.

Use	AM Peak Hour			PM Peak Hour			Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Gasoline/Service Station with Convenience Market (new fueling positions only)	40	40	80	55	55	110	55	55	110
Pass-By Trips (62% AM, 56% PM & Midday)	-25	-25	-50	-30	-30	-60	-30	-30	-60
Self-Service Car Wash	10	5	15	30	25	55	30	25	55
Pass-By Trips (31% AM, 28% PM & Midday)	0	0	0	-10	-10	-20	-10	-10	-20
Net Increase - Olive & Schulte Background Site	25	20	45	45	40	85	45	40	85

Property at Olive & Graeser

Table 6: Olive & Graeser Background Site Assumed Trip Generation (Uses Subject to Change)

Use	AM Peak Hour			PM Peak Hour			Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Gasoline/Service Station with Convenience Market & Car Wash	50	45	95	55	55	110	55	55	110
Pass-By Trips (62% AM, 56% PM & Midday)	-30	-30	-60	-30	-30	-60	-30	-30	-60
Olive & Graeser Background Site	20	15	35	25	25	50	25	25	50
Existing Trips (LUC 826 Specialty Retail)	5	5	10	20	20	40	22	20	42
Pass-By Trips (34% PM, 26% Midday)	0	0	0	-5	-5	-10	-5	-5	-10
Existing Retail Center (To be Removed)	5	5	10	15	15	30	17	15	32
Net Increase - Olive & Graeser Bkgd Site (Future minus Existing)	15	10	25	10	10	20	8	10	18

It was assumed the development at Olive & Graeser would have a similar distribution to the development at Olive & Schulte, with 30% of these new trips would approach to/from the west and 70% to/from the east.



2039 Baseline Operating Conditions

In addition to three developments for the 20-year design analysis, an annual growth rate of 0.5% was applied to existing through traffic to account for general regional growth in traffic. Horizon Year 2039 baseline traffic volumes, consisting of existing volumes with regional inherent growth and the three identified background sites, are illustrated in Figure 7.

The 2039 peak hour volumes were analyzed using Synchro 9 similar to the previous scenarios, with level of service, delay, and 95th percentile queue results summarized in Table 7. The additional background traffic would increase delay time and decrease the eastbound approach's LOS by one level at the signalized intersections on Olive Boulevard and Mosley Road during afternoon and midday peak hours. However, the LOS B is acceptable for the operation of this intersection at 2039 baseline condition. In addition, the increase in mainline through traffic causes the site entrance to drop to a LOS E at the two Olive Boulevard site entrances, one during the midday peak hour and the other during the afternoon commuter peak hour. Though these are a LOS E, queuing remains minimal on these approaches.

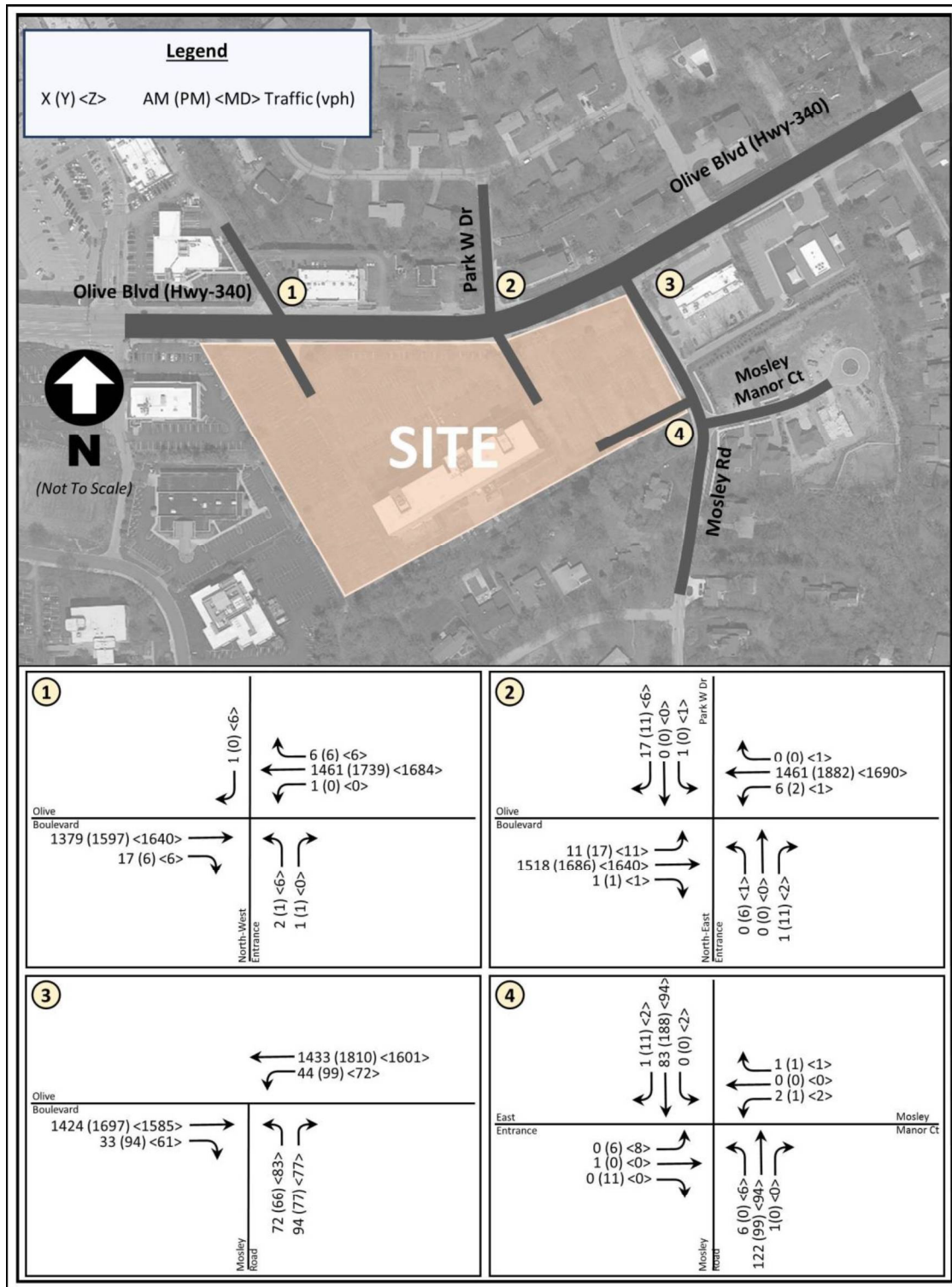


Figure 7: 2039 Baseline Traffic Volumes

Intersection/ Approach	AMPH		PMPH		MDPH	
	LOS (Delay)	Queue	LOS (Delay)	Queue	LOS (Delay)	Queue
Olive Blvd/NW Parking Entrance						
Eastbound Approach	A (0.0)	0'	A (0.0)	0'	A (0.0)	0'
Westbound Left Approach	B (13.2)	0'	B (14.4)	0'	B (14.8)	0'
Northbound Approach	D (28.4)	1'	D (29.4)	1'	E (43.7)	6'
Southbound Approach	A (1.5)	0'	B (12.3)	0'	B (12.0)	1'
Overall Intersection	A (0.0)	--	A (0.0)	--	A (0.1)	--
Olive Blvd/Park W Dr						
Eastbound Left Approach	B (13.1)	2'	C (17.7)	5'	C (15.2)	3'
Westbound Left Approach	B (14.4)	1'	C (15.9)	0'	C (15.4)	2'
Northbound Approach	D (33.5)	2'	E (39.2)	14'	D (34.1)	2'
Southbound Approach	C (15.1)	4'	C (19.6)	4'	D (27.8)	1'
Overall Intersection	A (0.2)	--	A (0.4)	--	A (0.1)	--
Olive Blvd/Mosley Rd						
Eastbound Approach	A (9.3)	394'	B (14.1)	717'	B (12.2)	480'
Westbound Approach	A (4.3)	255'	A (6.3)	383'	A (5.5)	290'
Northbound Approach	D (47.1)	121'	D (51.3)	114'	D (44.3)	120'
Overall Intersection	A (9.0)	--	B (11.6)	--	B (10.4)	--
Mosley Rd/Mosley Manor Ct						
Eastbound Approach	A (9.3)	0'	A (9.8)	2'	A (9.7)	1'
Westbound Approach	A (9.5)	0'	A (9.6)	0'	A (9.1)	0'
Northbound Approach	A (0.4)	0'	A (0.1)	0'	A (0.5)	0'
Southbound Approach	A (0.1)	0'	A (0.0)	0'	A (0.2)	0'
Overall Intersection	A (0.3)	--	A (0.6)	--	A (0.7)	--



PROPOSED REDEVELOPMENT

As stated previously, the site will be redeveloped as a 255-room hotel and two outparcels consisting of a restaurant and a commercial use building. The following trip generation forecast and directional distribution estimates were prepared to quantify the net increase in traffic that would be generated by the proposed redevelopment.

Trip Generation

The development site currently consists of a mostly vacant office building that just 10% is occupied. Its trip generation potential assuming full occupancy was forecasted using the Trip Generation Manual, Ninth Edition, published by the Institute of Transportation Engineers (ITE). The site's trip generation potential using Land Use Code 710 (General Office) compared to the trips it is currently generating today with the current building occupancy is summarized in Table 8.

Table 8: Full Trip Generation Potential of the Existing Site

Use	Size	AM Peak Hour			PM Peak Hour			Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Existing Potential	183,522 s.f.	250	35	285	45	230	275	45	40	85
Existing Actual (~10% occupancy)	183,522 s.f. (10% occ.)	20	4	24	15	21	36	14	13	27
Actual vs. Potential		-230	-31	-261	-30	-209	-239	-31	-27	-58

The trip generation of the proposed development is summarized in Table 9. This trip generation forecast was based on the Trip Generation Manual and reflects the following land uses:

- The proposed hotel would include 255 rooms. Land Use Code: 310 Hotel was applied. The average trip rate was used with number of rooms as the independent variable (fitted curve equations are not provided). There is no midday rate available in the ITE Manual, so the midday trip generation rate was assumed to be the same as the PM peak hour rate. This may be high for a typical hotel during the midday, but it would account for the conference room and meeting space that will be available as part of the hotel that may be used during the midday peak hour.
- The proposed commercial use building would provide 20,000 square feet of space. Land Use Code: 826 Specialty Retail Center was applied. The average trip rate was used with square footage as the independent variable. Since it was not provided in the ITE manual, the morning peak hour forecast was estimated at 25% of the PM peak hour rates to acknowledge that there may be some but very few trips anticipated during that time

Attachment: 11330 Olive Blvd Traffic Impact Study 2017-07-07 (#17-028: HBE Rezoning to PCD)



period. The total midday peak hour forecast was estimated to be very similar to the afternoon peak hour, but with opposite directional distribution, based on an hourly distribution of Shopping Center trips provided by ITE.

- The proposed restaurant would consist of approximately 7,700 square feet of space. Land Use Code: 931 Quality Restaurant was applied. Average trip rates were used with square footage as the independent variable (fitted curve equations are not provided). The morning peak hour directional distribution was based on data for the PM peak hour, since it was not provided in the ITE manual.

The forecasts assume that each use would be freestanding, whereas the proposed uses would be connected internally with shared parking and points of external access. A reduction of 5% was applied to account for internal trips between complementary uses, or "common trips" between different land-uses of the site.

Based upon the ITE Trip Generation Handbook, A Recommended Practice, Second Edition, pass-by trips were estimated at 34% for the commercial use building for the afternoon peak period and 26% for the midday peak hour.

Table 9: Trip Generation Forecast for Proposed Redevelopment

Use	Size	AM Peak Hour			PM Peak Hour			Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Quality Restaurant	7,700 s.f.	5	0	5	40	20	60	40	20	60
Specialty Retail (Commercial Use Bldg)	20,000 s.f.	5	10	15	25	30	55	30	25	55
Hotel	255 rooms	80	55	135	80	75	155	80	75	155
Subtotal		90	65	155	145	125	270	150	120	270
Common Trip Reduction (5%)		-5	-5	-10	-5	-10	-15	-10	-5	-15
Total External Trips		85	60	145	140	115	255	140	115	255
Pass-By Trips (34% retail PM, 26% retail midday)		0	0	0	-10	-10	-20	-5	-5	-10
Forecasted Trips		85	60	145	130	105	235	135	110	245

The proposed development would generate approximately 145 new trips during the morning peak hour, 235 new trips during the afternoon peak hour, and 245 new trips in the midday peak hour.



Directional Distribution

The site's incremental trip generation was assigned to the study area roadways based on an anticipated directional distribution that reflects prevailing traffic patterns, coupled with the market area of the proposed commercial uses and other studies performed in the area. The proposed directional distribution percentages are presented in Table 10.

Table 10: Directional Distribution Percentages

Origin/Destination	Percentage
To/From West on Olive Blvd	65%
To/From East on Olive Blvd	30%
To/From South on Mosley Rd	5%

The proposed directional distribution percentages in Table 10 were multiplied by the new forecasted trips in Table 9 to calculate the trip assignment illustrated in Figure 8. The majority of trips would be expected to use Olive Blvd to travel to/from the site. In addition to the new trips, pass-by trips were also distributed into the site, removing trips from the through movements in the process.

Site Access

Though the site is being redeveloped, the planned access points into the site are planned to remain in the same locations as they current exist. The northeast site driveway will have one lane inbound and one lane outbound. The existing eastbound right turn bay and westbound left turn bay will also remain.

Similarly, the northwest site driveway will also remain, but with one lane inbound and two lanes outbound. The existing eastbound right turn bay and westbound left turn bay will remain.

The entrance onto Mosley Road will also remain as-is. There are no turn bays into the site from this entrance. This entrance provides access to the signalized northbound left turn onto Olive Boulevard. With the site's land uses converting to more transient uses serving more visitors (as compared to consistent daily destinations such as residential or office), wayfinding signs can be placed on-site directing customers and visitors to the signal.

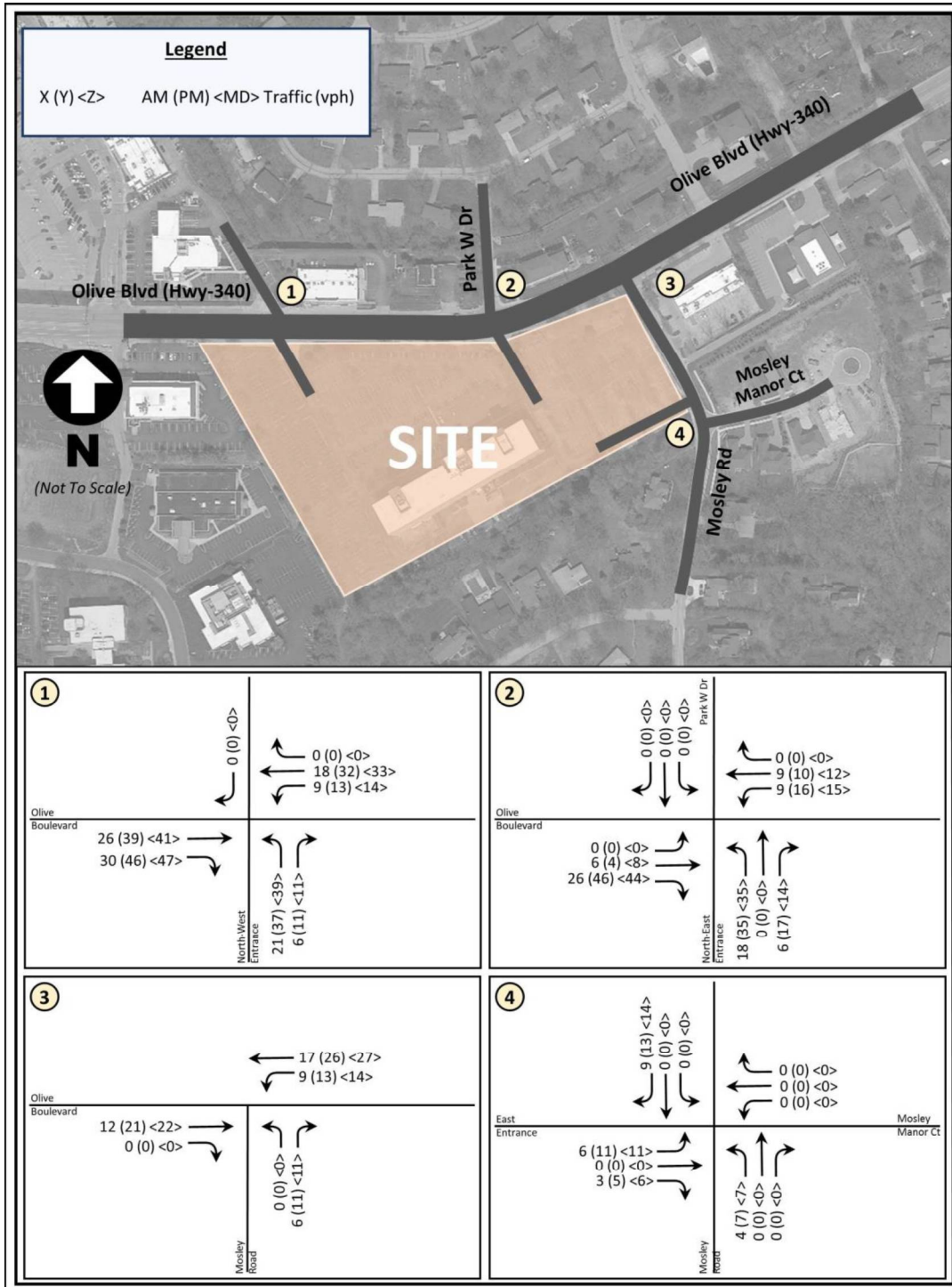


Figure 8: Site-Generated Traffic Volumes

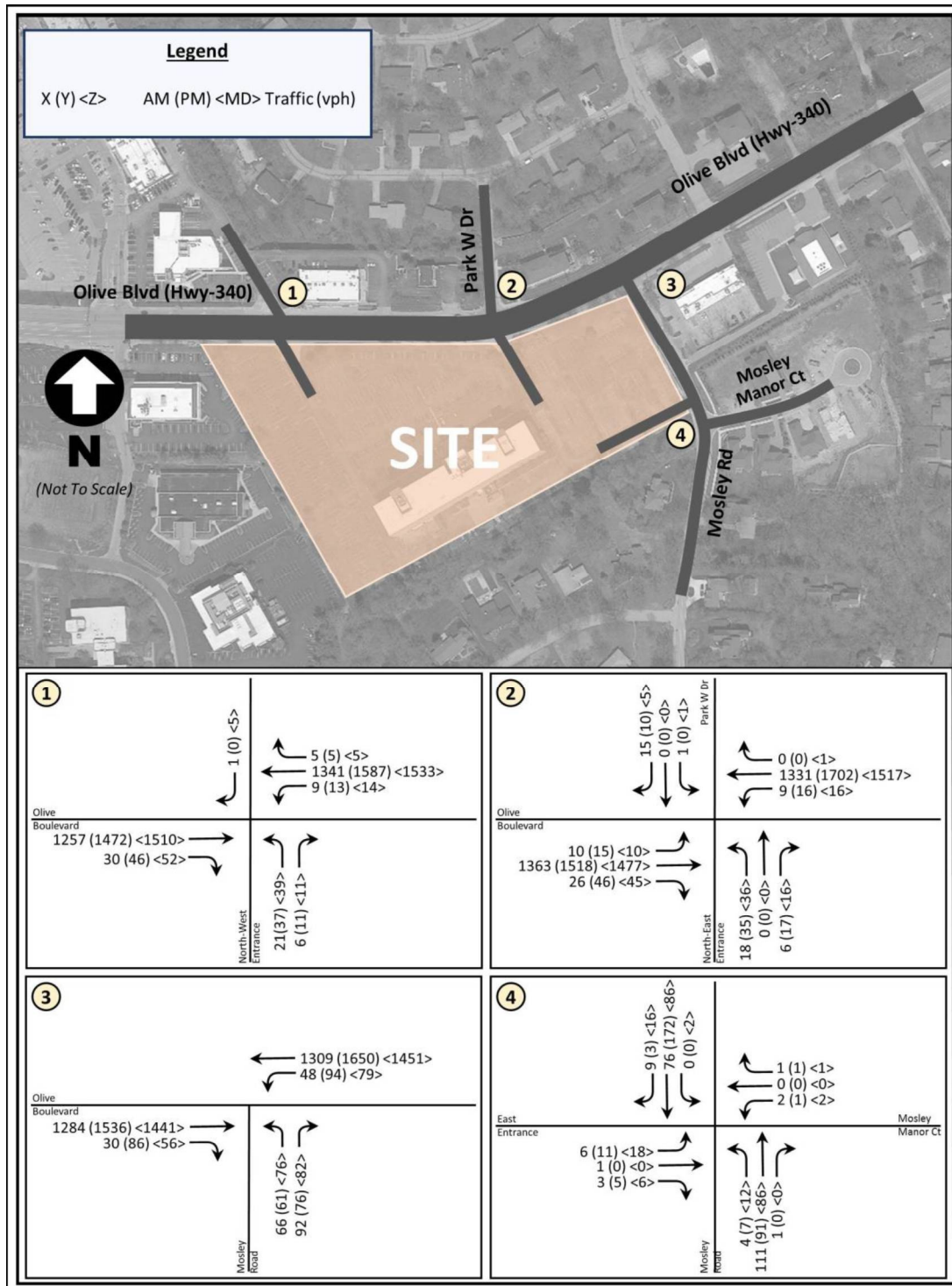


Figure 9: 2019 Forecasted Traffic Volumes

**Table 11: 2019 Forecasted Operating Conditions**

Intersection/ Approach	AMPH		PMPH		MDPH	
	LOS (Delay)	Queue	LOS (Delay)	Queue	LOS (Delay)	Queue
Olive Blvd/NW Parking Entrance						
Eastbound Approach	A (0.0)	0'	A (0.0)	0'	A (0.0)	0'
Westbound Left Approach	B (12.6)	2'	B (14.0)	3'	B (14.5)	3'
Northbound Approach	D (29.9)	14'	E (44.5)	38'	E (49.1)	43'
Southbound Approach	B (12.3)	0'	B (12.5)	0'	B (12.1)	1'
Overall Intersection	A (0.4)	--	A (0.7)	--	A (0.9)	--
Olive Blvd/Park W Dr						
Eastbound Left Approach	B (12.2)	2'	C (15.5)	3'	B (13.6)	2'
Westbound Left Approach	B (13.4)	2'	C (15.2)	4'	B (14.8)	3'
Northbound Approach	E (36.6)	18'	F (64.5)	57'	F (56.5)	51'
Southbound Approach	B (14.6)	4'	C (19.0)	4'	C (20.5)	2'
Overall Intersection	A (0.5)	--	A (1.2)	--	A (1.1)	--
Olive Blvd/Mosley Rd						
Eastbound Approach	A (8.3)	329'	B (10.9)	538'	B (10.7)	400'
Westbound Approach	A (3.9)	214'	A (4.9)	308'	A (4.8)	243'
Northbound Approach	D (41.6)	114'	D (48.4)	107'	D (40.7)	113'
Overall Intersection	A (8.0)	--	A (9.4)	--	A (9.3)	--
Mosley Rd/Mosley Manor Ct						
Eastbound Approach	A (9.4)	1'	B (10.1)	2'	A (9.8)	2'
Westbound Approach	A (9.4)	0'	A (9.5)	0'	A (9.0)	0'
Northbound Approach	A (0.3)	0'	A (0.6)	0'	A (1.0)	1'
Southbound Approach	A (0.1)	0'	A (0.0)	0'	A (0.2)	0'
Overall Intersection	A (0.6)	--	A (0.7)	--	A (1.3)	--

Concern was noted at the scoping meeting about how the restriction of left turns at the northwest entrance onto Olive Boulevard would impact traffic operations into and out of the site. If left turns leaving the site were restricted, it would increase both delay and queuing at the northeast entrance onto Olive, likely to the point that drivers are frustrated. Internal wayfinding signage could assist directing drivers to use the Mosley Road entrance instead. However, it is recommended to keep all existing driveways to assist in spreading the traffic load to multiple access points instead of concentrating them all at a single entrance onto Olive Blvd.



2039 FORECASTED CONDITIONS

The 2039 horizon year forecasted scenario was developed as a planning scenario that evaluates traffic conditions twenty years after the build-out of the site. Generally, the future year analysis is considered a planning-level evaluation to assess the ability of the study area road system to accommodate long-term traffic increases.

2039 Horizon Year Traffic Volumes

The 2039 forecasted traffic volumes summarized in Figure 10 were established by aggregating 2039 baseline traffic volumes with the incremental site-generated traffic volumes. 2039 forecasted operating conditions were reanalyzed using the same methodology applied in previous scenarios. The resulting operating conditions are summarized in Table 12.

Despite the addition of the incremental site-generated traffic, the 2039 forecasted conditions with the proposed redevelopment would not be meaningfully different from the 2039 baseline conditions without it. The study intersections would continue to operate at nearly identical levels of service in both scenarios, rendering any potential impacts as being negligible over the twenty year growth horizon.

Therefore, it can be concluded that the proposed redevelopment would not have an adverse impact upon the study area roadways based on long-term traffic loadings.

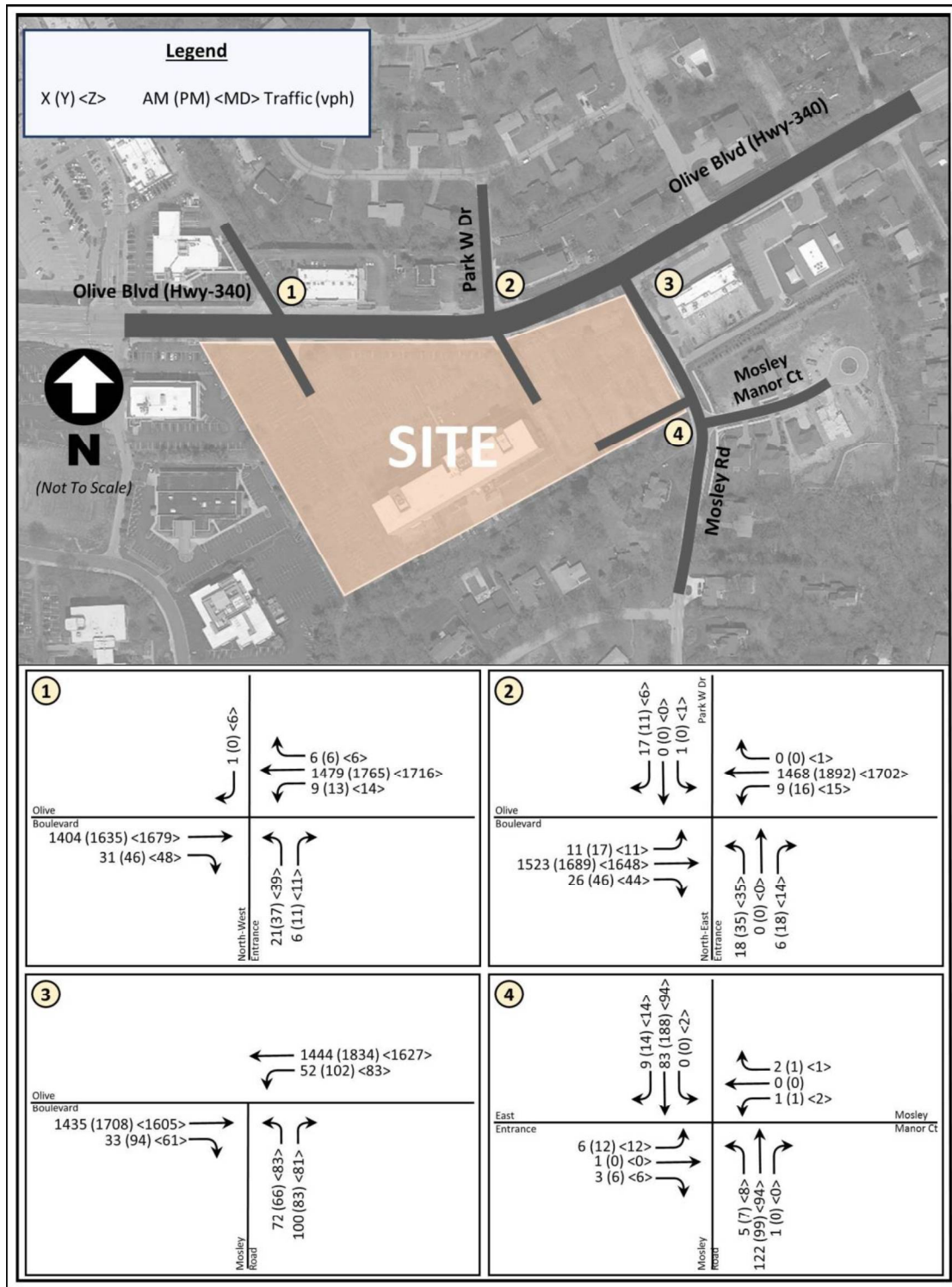


Figure 10: 2039 Forecasted Traffic Volumes

Intersection/ Approach	AMPH		PMPH		MDPH	
	LOS (Delay)	Queue	LOS (Delay)	Queue	LOS (Delay)	Queue
Olive Blvd/NW Parking Entrance						
Eastbound Approach	A (0.0)	0'	A (0.0)	0'	A (0.0)	0'
Westbound Left Approach	B (13.7)	2'	C (15.5)	3'	C (16.0)	3'
Northbound Approach	E (41.9)	17'	F (60.6)	50'	F (69.7)	57'
Southbound Approach	B (12.6)	0'	B (12.4)	0'	B (12.2)	1'
Overall Intersection	A (0.4)	--	A (0.9)	--	A (1.1)	--
Olive Blvd/Park W Dr						
Eastbound Left Approach	B (13.2)	2'	C (17.9)	5'	C (15.3)	3'
Westbound Left Approach	B (14.7)	2'	C (17.0)	4'	C (16.5)	4'
Northbound Approach	E (47.2)	23'	F (99.1)	78'	F (83.5)	65'
Southbound Approach	C (15.3)	4'	C (20.6)	5'	C (21.2)	3'
Overall Intersection	A (0.6)	--	A (1.7)	--	A (1.4)	--
Olive Blvd/Mosley Rd						
Eastbound Approach	A (9.4)	401'	B (14.5)	737'	B (12.6)	514'
Westbound Approach	A (4.4)	258'	A (6.5)	394'	A (5.8)	298'
Northbound Approach	D (47.5)	121'	D (51.4)	114'	D (44.4)	120'
Overall Intersection	A (9.1)	--	B (12.0)	--	B (10.8)	--
Mosley Rd/Mosley Manor Ct						
Eastbound Approach	A (9.6)	1'	B (10.1)	3'	A (9.6)	2'
Westbound Approach	A (9.5)	0'	A (9.6)	0'	A (9.1)	0'
Northbound Approach	A (0.3)	0'	A (0.6)	0'	A (0.6)	0'
Southbound Approach	A (0.1)	0'	A (0.0)	0'	A (0.2)	0'
Overall Intersection	A (0.5)	--	A (1.0)	--	A (1.1)	--



regional growth as well as known developments that will directly impact the roads within the study area.

The results showed that the proposed uses on the site will have a negligible impact on the signal at Olive and Mosley. The driveways leaving the site may drop to a LOS E or F, depending on whether it's 2019 or 2039 condition, but a longer delay at an unsignalized location on a busy corridor such as Olive is to be expected. These longer delays are offset by minimal queuing (three vehicles or less as the 95th percentile queue) and low volume-to-capacity (v/c) ratios. To assist with any delays that may occur, wayfinding signage may be placed in the parking circulation area to direct patrons and visitors to the Mosley Road entrance, where drivers would have access to a signal in order to turn left onto Olive Boulevard. The analysis showed that there is still capacity remaining on the northbound approach to Olive Boulevard, and can accommodate more site traffic if it were to depart from the site differently than shown in this study.

With two full access entrances on Olive Boulevard, the traffic load is able to be spread across the entrances, resulting in shorter queues and delays. Delays onto a major road such as Olive are even expected by drivers, and they may be more tolerant of delay in this area, but with the heavy movements on Olive Boulevard, if left turns were restricted, drivers leaving the site would become frustrated at a longer delay, and may potentially hurt the viability of the site.

Overall, it is determined that the proposed uses will not substantially impact the surrounding roadway network, particularly considering it is anticipated to generate fewer trips than the existing by-right office use if the building was full.



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MEMORANDUM

To: Jason Jaggi, AICP (City of Creve Coeur)
Whitney Kelly, AICP (City of Creve Coeur)

From: Kelly Schaefer, P.E., PTOE
Mike Erdtmann, P.E.
Mandy Anderson, P.E., PTOE

Date: July 18, 2017

Subject: Proposed 11330 Olive Blvd Redevelopment – Traffic Impact
Study Review

As requested, GBA staff has completed a review of the traffic impact study report submitted in association with the proposed redevelopment of the 11330 Olive Boulevard, located in Creve Coeur, Missouri in the southwest quadrant of Olive Boulevard and Mosley Road. The study was prepared by Lochmueller Group and submitted on July 7, 2017.

It is our understanding from the report as well as a review of the site plan shown in Figure 1 on page 4 that the existing office building on the site will be repurposed as a 255-room hotel. The site will also accommodate a new 7,700 square-foot (s.f.) high quality restaurant and a new 20,000 s.f. commercial land use.

Currently, access is provided with three full access, unsignalized driveways. Two driveways are located on Olive Boulevard. As seen on the site plan on page 4, one driveway is located in the northwest corner of the site and opposite a commercial driveway that is right-in/right-out controlled. The second driveway is generally located in the middle of the site and across from Park West Drive, which is full access and serves residential and commercial land uses.

The third driveway is located on Mosley Road, approximately 250 feet south of Olive Boulevard of the signalized intersection. This driveway is the only one that provides a way to travel to/from Olive Boulevard and the site via a traffic signal.

Attachment: City's Traffic Engineer Review -11330 Olive Blvd Redevelopment Memo 7-18-17 (#17-028: HBE Rezoning to PCD)

As proposed in the study, these driveways would remain unchanged with respect to the number and type of access.

Proposed Land Use: Trip Generation and Directional Distribution

Based upon the trip generation rates for local medical office buildings, the redevelopment of the 11330 Olive Boulevard site would be expected to create 155 trips in the morning peak hour, 270 in the midday peak and 270 trips in the evening peak hours. After a 5% common trip reduction rate for the shared use site and pass-by rates of 26% and 34% for the retail use during the midday and afternoon peaks, respectively, the redeveloped site is expected to generate 145, 245 and 235 *new* trips during the morning, midday and afternoon peaks, respectively. Of these trips, the inbound versus outbound number of trips were calculated based upon ITE's percentages for the three land uses. These calculations are shown in Table 9 on page 21.

The directional distribution for these new trips was assumed to be 65% to/from the west on Olive Boulevard, 30% to/from the east on Olive Boulevard and 5% to/from the south on Mosley Road. *This directional distribution is considered appropriate due to the proximity of the site to Interstate 270, the proposed land uses and likelihood to attract more visitors as well as the prevailing traffic volumes.*

The traffic impact study stated the site-generated traffic was assigned to the adjoining roadway system based on existing traffic patterns, as shown in Figure 8 on page 23. The figure shows the majority of patrons utilizing the northwest and northeast unsignalized driveways for those traveling to/from the west and east on Olive Boulevard. Also, no traffic was assigned to and from the west on Olive Boulevard to the Mosley Road signalized driveway. *While this intersection can only be accessed from the eastern portion of the site, it seems prudent to assume that some site traffic would utilize the signal at Mosley Road to turn onto Olive Boulevard to travel west.*

Analysis: Opening Year Design Scenario

Overall, the redevelopment is not expected to have a substantial impact on Olive Boulevard, which is a principal arterial. The mainline is forecasted to operate at LOS B or better at the signal and is free flowing at the unsignalized intersections.

The signalized intersection at Mosley Road will also continue to operate favorably at an overall LOS A and the northbound approach incurs less than an additional 1.0 seconds of delay during all peak periods. Reviewing the signalized operations more closely, the northbound approach has excess capacity and could serve more of the site traffic returning to the west on Olive Boulevard and still operate at similar levels of delay for all approaches.

The unsignalized driveways on Olive Boulevard are expected to operate at LOS E and F during the peak hours. The northwest driveway operates more favorably with delays between 29.1 to 49. seconds per vehicle (sec/veh); the Park West Drive ranges from 36.6 to 64.5 sec/veh in the peak hours. In agreement with the study, this is not uncommon for driveways along a heavily traveled arterial such as Olive Boulevard. These operations are considered acceptable for the opening year scenario.

The study should acknowledge that existing and forecasted queues from the Mosley Road intersection will often block the central driveway during peak hours. This is a condition is not favorable for the operation of the driveway, however it is an existing condition and will only affect those exiting the site at this location.

Analysis: Future Year Design Scenario

Progressing to the future design scenarios, the assumed annual background traffic growth rate of 0.5% per year for the future 20-year design horizon is considered reasonable for this location due to the limited potential for other new developments in the surrounding area. This is also consistent with the traffic growth rate used in recent traffic studies on Olive Boulevard for the City of Creve Coeur.

Using the previous methods of analyses, the study forecasted conditions in the 20-year design horizon that included three additional developments planned in Creve Ceuer along Olive Boulevard within the vicinity of the 11330 Olive Boulevard project; their locations are shown in Figure 6 on page 14. These developments include a Wolff Properties site in the southeast quadrant of Olive Boulevard and Craig Road which is to consist of apartments, a bank with drive-thru, specialty retail, and a Starbucks with drive-thru; the expansion of an existing gas station in the northwest quadrant of the Schulte Road intersection; and the redevelopment of an existing retail center in the southwest quadrant of the Graeser Road intersection to a fueling station. Assumed trip generation for these sites are shown in Tables 4-6 on pages 15-16.

The directional distribution for the Wolff Property that was developed in the original traffic study was reused in the future scenario for this report. The directional distribution for new trips for the fueling station expansion and redevelopment sites was assumed to be 30% to/from the west and 70% to/from the east on Olive Boulevard. This directional distribution is nearly opposite the distribution used for the 11330 Olive Boulevard redevelopment where 65% of new trips would travel to/from the west, 30% to/from the east and 5% to/from the south on Mosley Road. *It is recommended that the study provide reasoning for the directional distribution for these land uses to be weighted to/from the west versus a distribution more similar to that proposed for the redevelopment project or more even based on prevailing traffic volumes.*

These trips were layered onto the roadway network with 20 years of growth and the study intersections reanalyzed.

In the future year design scenario, the redevelopment is not expected to have a substantial impact on Olive Boulevard. The mainline is expected to operate at LOS C or better at the signal and is free flowing at the unsignalized intersections.

The signalized intersection at Mosley Road will also continue to operate favorably at an overall LOS B or better in the future scenario. The northbound approach again incurs less than an additional 1.0 seconds of delay compared to the 2039 baseline conditions. Compared to 2019 opening year conditions, the northbound approach delays is increased by less than 5 seconds in any time period. Like this scenario, the northbound approach has excess capacity and could serve more of the site traffic returning to the west on Olive Boulevard and still operate at similar levels of delay for all approaches.

While the northbound approach at the Olive Boulevard/Park West Drive intersection continues to operate at LOS D or better, which is considered acceptable, the northwest driveway is expected to operate at LOS E and F, with delays as high as 83.5 and 99.1 sec/veh in the midday and afternoon peak hours. This level of delay at an unsignalized intersection may pose a safety concern in the future as frustrated motorists could get more aggressive and accept shorter gaps in traffic trying to leave the site.

It is acknowledged that delays on the side street are largely affected by the implemented cycle length of the coordinated system. As stated in the report, the existing morning and afternoon peak periods run 140-second cycle lengths, which is relatively high in the St. Louis metropolitan area. This higher cycle length means that the side streets and driveways off of Olive Boulevard are subjected to longer periods where permissive access (at unsignalized driveways) and protected access (at signalized intersections) is afforded.

In 20 years, the existing signal timings will have been replaced with optimized timings for the conditions current to the time. As the future cycle length cannot be predicted, it is difficult to forecast the amount of delays on these driveways at that time. *Access restrictions at the unsignalized driveways may need to be reassessed in the future when traffic and safety conditions can be assessed more accurately.*

Traffic Model and Driveways

It was previously noted that the northwest driveway is located across from the right-in/right-out commercial driveway. It is less than 250 feet away from the Office Parkway North intersection and near or within the

functional area of this intersection. The traffic models used in the study did not include this intersection when analyzing operations of the area and system.

It is recommended that the study incorporate this intersection into the Synchro model in order to better understand queueing at this intersection, specifically in the westbound direction and how this impacts the operation of the northwest driveway (increased delays due to blockage). Including this intersection would provide more insight to the progression and platooning on Olive Boulevard and what opportunities side street motorists would have to access the arterial.

In addition, the study notes that the restriction of left turns at the northwest driveway was a concern at the scoping meeting. The developer could consider this option in order to be more consistent with the access management along Olive Boulevard to the west of the site, in conjunction with improvements to internal circulation to promote the use of the other access points.

It would, however, be prudent to have a better understanding of how the unsignalized driveways would operate in the future – with respect to reassigning site traffic resulting in less demand on the unsignalized driveways and also the impacts of the Office Parkway North Road signal on the results - before making a recommendation for opening and/or future year scenarios. As shown in the analysis, the Olive Boulevard/Park West Drive driveway is forecasted to operate with excessive delays in the future scenario and it may be more appropriate to restrict northbound left-turns at this driveway in the future to improve traffic and safety conditions.

Summary of TIS Review

As requested, GBA staff has completed a review of the traffic impact study report submitted in association with the proposed redevelopment of the 11330 Olive Boulevard, located in Creve Coeur, Missouri in the southwest quadrant of Olive Boulevard and Mosley Road. The study was prepared by Lochmueller Group and submitted on July 7, 2017.

It is our understanding from the report as well as a review of the site plan shown in Figure 1 on page 4 that the existing office building on the site will be repurposed as a 255-room hotel. The site will also accommodate a new 7,700 square-foot (s.f.) high quality restaurant and a new 20,000 s.f. commercial land use.

Currently, access is provided with three full access, unsignalized driveways. Two driveways are located on Olive Boulevard. The third driveway is located on Mosley Road, approximately 250 feet south of the signalized intersection at Olive Boulevard. As proposed in the study, these points would remain unchanged with respect to the number of driveways and type of access.

Below is a summary of recommendations and conclusions for the traffic impact study review:

- On page 3, please add that the study also addressed the midday peak period for a typical weekday.
- The traffic impact study stated the site-generated traffic was assigned to the adjoining roadway system based on existing traffic patterns, as shown in Figure 8 on page 23. No traffic was assigned to and from the west on Olive Boulevard to the Mosley Road signalized driveway. While this intersection can only be accessed from the eastern portion of the site, it seems prudent to assume that some site traffic would utilize the signal at Mosley Road to turn onto Olive Boulevard to travel west.
- The study should acknowledge that existing and forecasted queues from the Mosley Road intersection will often block the central driveway during peak hours. This is a condition is not favorable for the operation of the driveway, however it is an existing condition and will only affect those exiting the site at this location.
- In the future scenario, the directional distribution for new trips for the fueling station expansion and redevelopment sites was assumed to be 30% to/from the west and 70% to/from the east on Olive Boulevard. This directional distribution is nearly opposite the distribution used for the 11330 Olive Boulevard redevelopment where 65% of new trips would travel to/from the west, 30% to/from the east and 5% to/from the south on Mosley Road. It is recommended that the study provide reasoning for the

directional distribution for these land uses to be weighted to/from the west versus a distribution more similar to that proposed for the redevelopment project or more even based on prevailing traffic volumes.

- It is recommended that the study incorporate the intersection of Olive Boulevard and Office Parkway North into the Synchro model in order to better understand queueing at this intersection, specifically in the westbound direction and how this impacts the operation of the northwest driveway. Including this intersection would provide more insight to the progression and platooning on Olive Boulevard and what opportunities side street motorists would have to access the arterial.

cc: file



July 26, 2017

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

RE: 11330 Olive Boulevard Development Response to Traffic Impact Study Comments
 517-0058-OTE

Dear Mr. Jaggi:

Lochmueller Group has received your comments on the traffic impact study prepared for the proposed 11330 Olive Boulevard Redevelopment at the intersection of Olive Boulevard and Mosley Road in Creve Coeur, Missouri and would like to offer the following responses. We have provided the comments in *italics* immediately followed by the corresponding response.

City Consultant's Comments

Comment 1: *On page 3, please add that the study also addressed the midday peak period for a typical weekday.*

Response 1: At this time, we do not intend to resubmit the full study. In the event we do, we will make this adjustment. It should be noted that MoDOT comments have not yet been received for this study.

Comment 2: *The traffic impact study stated the site-generated traffic was assigned to the adjoining roadway system based on existing traffic patterns, as shown in Figure 8 on page 23. No traffic was assigned to and from the west on Olive Boulevard to the Mosley Road signalized driveway. While this intersection can only be accessed from the eastern portion of the site, it seems prudent to assume that some site traffic would utilize the signal at Mosley Road to turn onto Olive Boulevard to travel west.*

Response 2: We believe by showing the distribution as we did, it reflects a worst-case scenario for the driveway entrances. The northbound approach to Olive Boulevard on Mosley Road was shown to have available capacity in the event some left turning traffic did use the signal, but the potential impact at the driveways would not have been revealed.

Comment 3: *The study should acknowledge that existing and forecasted queues from the Mosley Road intersection will often block the central driveway during peak hours. This is a condition not favorable for the operation of the driveway, however it is an existing condition and will only affect those exiting the site at this location.*

Response 3: Agreed, the queue will often block the east driveway on Olive Boulevard. This is not unusual for a corridor such as Olive Boulevard, and this situation meets driver's expectation.

Comment 4: *In the future scenario, the directional distribution for new trips for the fueling station expansion and redevelopment sites was assumed to be 30% to/from the west and 70% to/from the east on Olive Boulevard redevelopment where 65% of new trips would travel to/from the west, 30% to/from the east and 5% to/from the south on Mosley Road. It is recommended that the study provide reasoning for the directional distribution for these land uses to be weighted to/from the west versus a distribution more similar to that proposed for the redevelopment project or more even based on prevailing traffic volumes.*

Response 4: The proposed uses at the 11330 Olive Boulevard site would be more heavily influenced by proximity to I-270, whereas the 2039 redevelopment sites at Schulte and Graeser are service oriented, located midway between I-270 and Lindbergh Road, and would likely draw more local traffic from all directions, resulting in the assumption of an even distribution of approximately 30% from the west and the remaining to/from Schulte (or Graeser) (30-35%) and the east on Olive Boulevard (30-35%) rather than draw customers because of the site's proximity from I-270.

Comment 5: *It is recommended that the study incorporate the intersection of Olive Boulevard and Office Parkway North into the Synchro model in order to better understand queueing at this intersection, specifically in the westbound direction and how this impacts the operation of the northwest driveway. Including this intersection would provide more insight to the progression and platooning on Olive Boulevard and what opportunities side street motorists would have to access the arterial.*

Response 5: The study for Wolff Properties cited in the study prepared by Lochmueller Group in 2015 was used to add this intersection to the Synchro model as requested in the comment. The previous study reviewed 2015 and 2035 conditions. These 2015 and 2035 volume forecasts at Olive Boulevard and Office Parkway North for all movements to and from the minor street approaches were placed into the 2019 and 2039 models. The eastbound and westbound through volumes were then balanced with the subject site's west driveway. Signal timings were added as well. The westbound volume data assumptions and resulting queue lengths are presented below.

Forecasted Year		2019						2039					
Time		AM		MD		PM		AM		MD		PM	
Approches		WBL	WBT	WBL	WBT	WBL	WBT	WBL	WBT	WBL	WBT	WBL	WBT
Traffic Volume		110	1198	100	1297	85	1395	120	1321	105	1456	85	1558
Queue Length	50th (ft)	16	138	26	308	22	283	18	164	27	376	24	426
	95th (ft)	28	149	46	395	42	464	39	163	m78	463	m64	504

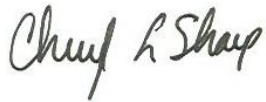
The queue storage length between Office Parkway North and the west entrance is approximately 325'. Similar to the eastbound queues on Olive Boulevard at Mosley Road discussed in the Comment 3 above, the westbound queues approaching Office Parkway North may extend past the west entrance of the site during the peak periods of the day. However, it should be noted that the 50th percentile queues will not extend past the intersection in 2019 in any of the three time periods. Therefore, when there is a gap in

Mr. Jaggi
July 26, 2017
Page 3

traffic due to the signals at Office Parkway North and Mosley Road, drivers would typically be clear to move to the back of the westbound queue and not block eastbound traffic. Per the finding in the traffic study, it is recommended that wayfinding signage be placed in the parking circulation area to direct patrons and visitors to the Mosley Road entrance. This will help reduce the traffic load at the entrances during the peak hours, while leaving convenient full access at the entrances during non-peak periods.

We trust you will find this information useful. Please contact me at (314) 621-3395 if you have any further questions regarding the traffic impact study for the redevelopment project at 11330 Olive Boulevard.

Sincerely,
Lochmueller Group, Inc.



Cheryl L Sharp, P.E., PTOE
Project Manager

Attachment: 11330 Olive Blvd TIS Response to Comments (#17-028: HBE Rezoning to PCD)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Goddard School Creve Coeur

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

Mon, Aug 21, 2017 at 9:32 AM

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

From: **Barry Glantz** <bglantz@crevecoeurmo.gov>
Date: Sat, Aug 19, 2017 at 9:34 PM
Subject: Re: Goddard School Creve Coeur
To: "Creve Coeur, MO - The Goddard School@"" <CreveCoeurMO@goddardschools.com>
Cc: Ruzicka Ted <truzicka@crevecoeurmo.gov>, elawrence@crevecoeurmo.gov, Perkins Mark <mperkins@crevecoeurmo.gov>, Jaggi Jason <jjaggi@crevecoeurmo.gov>

Hi Julie - it's good to hear from you !

HBE has not yet presented to either the City Council or our Planning and Zoning Commission.

That said - they have recently submitted a plan to the City to redevelop the existing HBE building and convert it into a hotel. City staff is currently reviewing that proposal, and it will probably be presented to the planning and zoning commission at one of their meetings in September (they meet the first / third Monday of every month in City Council chambers).

The City Council will review the proposal only after it has gone through staff review and been thoroughly reviewed by the Planning and Zoning Commission - with a recommendation for approval or denial.

This past Thursday evening, HBE did host an informal meeting for neighboring residents most affected by the proposal. While this is not an official City requirement - we do highly recommend that developers with a "project of significance" try and meet with neighbors most directly affected.

I was unable to attend, but believe that one or both of the Ward II city council representatives were in attendance (I have copied both of them on this reply e-mail message as well).

I have seen the proposal and met with HBE representatives a number of times - and believe that as currently outlined, the redevelopment of the site will have a very difficult approval process (at best).

I have also copied our City Administrator (Mr. Mark Perkins) and Director of Community Development (Mr. Jason Jaggi) on this e-mail message - and believe that any / all can keep you updated on the proposal timeline.

The information should also be available on the City's website as well.

Please let me know if I can be of further assistance.

Sent from my iPhone

Best regards,

Barry L. Glantz
Mayor
City of Creve Coeur, MO
(314) 630-8772 cell

* Please note / update my new Creve Coeur e-mail address : bglantz@crevecoeurmo.gov

On Aug 18, 2017, at 12:10 PM, Creve Coeur, MO - The Goddard School® <CreveCoeurMO@goddardschools.com>

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

wrote:

Hi Barry,

It was address to me by serval of our Goddard families that at last night's City Council meeting there was a proposal for a new hotel in the HBE building at the corner of Olive and Mosley. Obviously this is very concerning to myself and many families at Goddard. I was curious if you can get me a copy of the proposal that was summited last night and if they have set a date for the planning and zoning meeting? Thank you in advance and have a great weekend!

Julie Bunton

Owner

<image004.jpg>

EMAIL: Crevecoeurmo@goddardschools.com

MAIN: 314-677-1414

FAX: 314-696-6615

- - - - -

11222 Olive Blvd.

Creve Coeur, MO 63141

- - - - -

GoddardSchool.com

<image003.jpg>

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

PLEASE NOTE MY NEW EMAIL ADDRESS:

jjaggi@crevecoeurmo.gov

www.creve-coeur.org

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)



Whitney Kelly <wkelly@crevecoeurmo.gov>

HBE project

james hentschell <jhench321@gmail.com>
To: ellen lawrence <ellenblawrence@yahoo.com>
Cc: whitney kelly <wkelly@ci.creve-coeur.mo.us>

Sun, Aug 20, 2017 at 4:00 PM

ellen, good afternoon. I wanted to quietly explain what I was talking about at the HBE info meeting. It was difficult to hear and I know all of us had a hard time following the dialog.

1) Code 405.390.C. Eligibility - A hotel is a conditional use under the present zoning. It therefore cannot be approved under a planned zoning district. HBEs architect stated that the hotel could be built under the present CB zoning but CC staff "encouraged" them to apply for a zoning change to PCD. I find it hard to believe that staff could encourage a zoning change that the code does not allow.

2) Code 405.390.D.2.b (1) This section states that ALL access shall be from Olive. The attorney told me that HBEs plan, with access to Mosley Road, is in "substantial compliance" with this code section. It does seem that the code does not allow variances to a definitive requirement. Joe Lehrer, HBE boss, echoed the attorney's justification.

3) I did not bring this up, but it is easy to draw "future" projects on the site map. The code requires HBE to show some features that compliment the hotel, but I find no requirement that the strip retail and restaurant actually have to be built. Due to HBEs history, it would seem prudent to have, as the part of any approval, a performance bond for the out buildings. A 3-5 year time limit and maybe a 500K penalty for non-compliance seems proper.

After the meeting several people gathered in front and fussed. Mosley access was a sore point as well as an open pool on the residential side of the hotel. The landscape buffer was another thorn. Potential for transient bad behavior was also raised. Lastly, due to HBEs recent disposal of a large development in Colorado, the sell off of the Adam's Mark hotel chain and the closing of HBE there was a serious concern that Kummer would get the zoning, build a hotel, sell it and walk away.

Pardon my droning on, but I know you rank the residents much higher than any developer and probably are not offended by my essay. Thanks for listening.

--
james hentschell
hentschell architect
11338 mosley lane
creve coeur, mo 63141
314-482-8065

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)



Jason Jaggi <jjaggi@crevecoeurmo.gov>

Re: HBE rezoning request to hotel plus adding structures on site at Olive and Mosley Roads

1 message

Dnote <Dnote@swbell.net>

Thu, Oct 12, 2017 at 5:42 PM

To: Jjaggi@crevecoeurmo.gov, dnote@swbell.net

Cc: jfaron@crevecoeurmo.gov, atravers@crevecoeurmo.gov, truzicka@crevecoeurmo.gov, elawrence@crevecoeurmo.gov, rhoffman@crevecoeurmo.gov, cdalfonso@crevecoeurmo.gov, ssunders@crevecoeurmo.gov, sbaseley@crevecoeurmo.gov

o: Member of Creve Coeur City Council

To: Planning and Zone Committee for Creve Coeur

To Trustees of Fairways plats 2 & 3 subdivision

Regarding: HBE rezoning request to hotel plus adding structures on site at Olive and Mosley Roads

From: James and Dolores Baechle trustees of Baechle Living Trust at [726 Fairways Circle](#) on southwest corner of Fairways and Mosley Road.

Right now it is a 9 to 5 type of use building which is fine. Before we moved here 30 years ago, we looked at the building and parking lot, and decided it was not an issue being so close to the house we wanted to buy. The grounds were well maintained and it looked like a park. The building was large and dominated the north direction from our house, but it did not cause any problems once the trash truck stopped coming to the HBE Building at 3:00 a.m. There was traffic in the morning and again in the evening and that was it.

The change to a hotel makes it a 24 hour/7 day a week business, and a chance for constant noise. This is a residential area very close to the property line and back of the HBE building. In addition, the hotel model of the property has an open air swimming pool close to the residential property line. Put the swimming pool on the Olive side. Better yet, do not approve the rezoning. We have two other hotels in town and one under construction on the city edge in the county. All three hotel locations are not near a residential area, and are near the interstate highway. The hotel is a misfit at this location. Because of lack of space, a sound buffer cannot be put into place between the back of the HBE building property and the residential subdivision behind it. How often does the trash truck service a hotel? Does it come more than once a week? How about the other service trucks for a hotel? The back of the building is very close to my subdivision.

Then, there is the addition of strip stores and a stand-alone restaurant. More traffic will be caused by both new buildings. Is the parking sufficient for all this new activity?

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

Right now the light at Olive on Mosley is a 3 minute wait, and traffic does back up on Mosley. The curb cut for the entrance and exit accessing the HBE parking lot on Mosley is near a blind curve. To access west bound Olive, the Mosley exit must be used with a left turn which has limited visibility to the south direction on Mosley. This means more traffic on Mosley at all times, and more chances of accidents. Add a restaurant and strip stores and that adds more cars on the parking lot which need to access Olive or Mosley. The added traffic will be at all times, not just in the morning and evening rush. Is there enough parking for all the new activity? There will be less ground for parking because of new buildings, and customers for the new buildings will need parking space. Sounds crowded.

With hotel business comes crime. The average room rate quoted at an info meeting on August 17th, is \$160. This is not a high end hotel. It is average, and an attractor for crime. If the rooms go on the hotel websites, the rate drops greatly from the \$160. Will the police department need to be expanded for the added transient traffic and the problems it brings? Can the city make enough money in taxes from the hotel to cover the cost of police expense?

If spot zoning is given to this property, and then it is not developed, but sold by HBE, what does that do to my residential area? Do we have any protection from new developers? Will Planning and Zoning become involved with new owners and a new development?

We vote NO.

James O. & Dolores M. Baechle, trustees for Baechle Living Trust

726 Fairways Circle

Creve Coeur, MO 63141

October 12, 2017.



The Goddard School, 11222 Olive Boulevard, Creve Coeur, MO 63141 | 314-677-1414 | GoddardSchool.com

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

RECEIVED
SEP 14 2017
PLANNING DEPT.

Dear Mr. Jaggi,

My name is Julie Bunton and I am the on-site owner of Playful Learning LLC, The Goddard School, located at 11222 Olive Blvd. We have owned this property for a little more than four years and service childcare for roughly 130 children between the ages of six weeks and five years old. I chose to build a school in the Creve Coeur community for several reason, but one of the top priorities was because of the safety of the children and families that I would be servicing. Our property ends approximately 50 feet from the east parking lot entrance/exit of the HBE Office Building located at 11330 Olive Blvd.

As a small business owner and a mother myself I have very high concerns for the proposal to rezone the property at 11330 Olive Blvd. to a Planned Commercial District for a Hotel. A hotel brings a very transient population which could include crime, prostitution, drugs, among many other unsafe activities. I as a business owner worry about hotel staffing and guest coming onto our property. At The Goddard School we have had several unwanted guest on our property cutting through our back exit onto Mosley to get to Olive and have had a few car break ins. I worry that the hotel will only increase the traffic on my property either by car or by foot.

I also worry about my property in the evenings when our facility is closed. Although our facility has high security measures, can the City of Creve ensure that or the hotel management guarantee that guest and staff will not be coming onto our property at night?

Traffic flow onto Mosley, especially at morning and evening parent drop off is another high concern. We currently ask all of our families that need to exit west onto Olive Blvd. to use our back exit onto Mosley and exit west onto Olive at the stop light of Mosley and Olive. I worry that staffing, truck delivery, and guest of roughly 260 rooms, will cause an increase in traffic flow in which Mosley cannot handle. (We are experiencing this issue currently with Ladue being closed).

I appreciate you reviewing some of my concerns with the potential development of this hotel. I ask that you share my concerns with fellow council member and that you vote "no" to the rezoning of this property. I am available to answer any questions that you may have and look forward to seeing you at the Planning and Zoning meeting once scheduled.

Julie Bunton
Playful Learning Properties LLC, The Goddard School
11222 Olive Blvd.
Creve Coeur, MO 63141
314-677-1414

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

KARI SUFFICOOL, MD

11242 Mosley Manor Ct, Creve Coeur, MO 63141 | (573) 645-9393 | kari.sufficool@gmail.com

SEPTEMBER 1, 2017

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

Dear Mr. Jaggi:

I am a resident of Creve Coeur Ward 2 and have lived for a year and a half in the new cul-de-sac development of The Villas on Mosley with my husband, Adam Littich, and 1 ½ -year old son, Alexander. We chose to move out of St. Louis City and made the decision to buy our first family home in Creve Coeur because of the quiet suburban neighborhood, great school system, and safe environment in which to raise our young son. Our front yard is approximately 100 feet from the east parking lot entrance/exit of the HBE Office Building at 11330 Olive Boulevard.

As a mother, homeowner, and community member, I oppose the #17-028 and #17-029 HBE Proposal to Rezone 11330 Olive Boulevard to the Planned Commercial District for Hotel, Commercial/Retail, and Restaurant uses, that will be discussed at the September 18th Planning and Zoning Commission Meeting for the following reasons:

1. Concerns of a mother:
 - a. The hotel business brings a transient population, and with it, crime, prostitution, and drugs. The hotel management cannot guarantee that the character of all hotel guests will be upstanding and cannot predict/prevent bad behavior by each guest. This is not an environment in which I want my son to be raised. He will be playing in our front yard and walking home from the bus stop just south of us on Mosley Road. He deserves a safe home and a neighborhood where he doesn't have to be concerned about the type of people that will be right outside his front door.
 - b. Our son attends The Goddard School, which is a childcare facility for infants to pre-K students at 11222 Olive Boulevard. Should a person with mal-intent / predatory tendencies take up residence at the proposed hotel, can the City Council ensure the protection and safety of these children as they come and go to the school each day & play on the playgrounds surrounding facility? Of note, with the current zoning as an office location, during the past year, there have been several car break-ins in the parking lot of The Goddard School and I can only imagine that converting the location to a hotel and commercial/retail space, would increase the foot-traffic and create an environment for more potential crime to occur. At a minimum, it would seem that increased surveillance/presence by the Creve Coeur Police Department would be needed, and this would not be an insignificant cost to the community and the police force.

- c. The presented hotel development plan outlined that the east parking lot entrance/exit would be used as a truck/delivery traffic-way. Given that our home is approximately 100 feet from this location, our son would be at increased risk of being hit or run-over by these large trucks as they enter and exit our residential area. Truck drivers may not be watching for children playing or be mindful of our son and his playmates as they are playing in our yard and/or crossing the street. This concern also applies to other residents in the neighborhood who enjoy walking along Mosley Road for exercise and leisure. Additionally, as many deliveries of food-stuffs for the hotel restaurant and the public restaurant proposed for the Northwest corner of the property would likely be during the evening/night hours, this would be a disturbance to our home and neighbors when we are trying to put our children to bed and get to sleep ourselves.
2. Concerns of a homeowner:
 - a. The presence of a hotel decreases property values of our homes.
 - b. Instead of activity during the daytime hours of 9am-5pm of an office complex, a hotel would bring traffic and noise at all hours of the day, particularly evening and nighttime hours, not to mention light pollution 24/7 to our residential neighborhood.
 3. Concerns of a community member:
 - a. Traffic volume would increase along Mosley Road, particularly at check-in (5-6pm) and check-out (12pm) hours. These are already busy traffic times on Olive Boulevard and Mosley Road, and, as a consequence, traffic disturbance for the community.
 - b. Furthermore, any vehicles desiring to turn left onto Olive Boulevard would need to do so via the traffic light at the intersection at Mosley Road and Olive Boulevard. This would significantly increase traffic at this intersection, which is already backed up, requiring 2-light cycles to get through the intersection in our current traffic flow patterns. This would make it harder for residents to get to/from home to participate in their daily activities and work days.
 - c. Lastly, the proposed development plan outlined potential retail "strip mall" space on the East side of the property. There are several available retail spaces that have been "for lease" for over a year along the Olive Boulevard corridor, and I am not entirely sure what would be different about this particular retail space such that it would be filled, given that many others have not been able to rent their vacant retail space (e.g. empty retail shop space immediately East of the HBE Office Building between the Subway and Fred & Ricky's at 11252 Olive Boulevard).

I appreciate your attention to these concerns. I urge you deliberate and discuss these issues, and more importantly, and urge you and our Council Members to vote "no" to the re-zoning request at the upcoming meeting on September 18, 2017. Thank you in advance for your time and consideration.

Sincerely,

Kari Sufficool, MD

October 22, 2017

To: Creve Coeur City Council Members
To: Creve Coeur Planning and Zoning Commission
To Trustees of Fairways Plats 2 & 3 Subdivision

Re: HBE rezoning request to hotel plus adding structures on site at Olive and Mosley Roads

To All Those Concerned:

Please place this letter in the Commission and Council's packets.

We are residents of Fairways Subdivision, Plats 2 & 3, the first subdivision south on Mosley from Olive, and are writing to submit our objections to the re-zoning and hotel proposals in regard to 11318 Olive Blvd., now known as the HBE Building.

One of our main objections is that the HBE property is very close to residential property lines and may be a source of disturbance to us and our neighbors. We question whether there is a huge need for another hotel in Creve Coeur, as there are other hotels that may already fill any need for hotel space.

Although the traffic study indicates that the proposed uses of the site will have "negligible impact" at the site, we do not believe that will be the case not knowing what additional strip stores would be placed there nor how the restaurant would affect the flow. We personally have to wait a long time (at least three long minutes) to make a left turn from Mosley onto Olive now, even at 6:00 in the morning when little traffic is present.

We are also concerned that if spot zoning is given to this property and at some time someone else develops the property, what might happen to the tranquility in our neighborhood? We bought our property here because we like the current, quiet environment in our subdivision. Please keep the zoning as it is and consider developing the HBE building into something more modest. Thank you!

Sincerely,

Gary and Diann Bomkamp

Gary and Diann Bomkamp (Fairway Plat 2 & 3 Trustee)
612 Fairways Circle
Creve Coeur, MO 63141 (314-432-7719)

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

October 20, 2017

Mr. Jason Jaggi
Director of Development
City of Creve Coeur, Missouri

Ms. Whitney Kelly, City Planner
City of Creve Coeur
Honorable Mayor and Council Members
Planning & Zoning Commission Members

RE: Letter to be included in P & Z and Council packets

Hello,

We purchased property in Creve Coeur over 20 years ago. We researched the area and were aware that HBE had an office building at the end of Mosley Road. The building and the employees have never been an issue. Traffic was slightly increased between the hours of 7:45-8:00 a.m., and from 5:00-5:15 p.m. The evening, nights and weekends were just as they are now – very peaceful with no issues.

I looked to Creve Coeur's website for information on rezoning. It states, "Most importantly, the proposed zoning must conform to the goals of the Comprehensive Plan...". I shifted my attention to the Plan dated March 2017. I found these points confirm my opposition to the rezoning and proposed hotel on the HBE property at 11318 Olive Boulevard.

- Strategy section – "Placemaking & Community Identity Creve Coeur will enhance its unique regional identity and develop an 18/7* community experience to become an even better place to live, shop, work and play!" *18/7 less-intense, suburban context. This is different from 24/7, which suggests a higher level of activity than would be appropriate for a community like Creve Coeur. (Hotel would be a 24/7/365 use.)
- Strategy 1.5: Preserve high-quality existing neighborhoods and community assets. (Hotel would be a detriment to existing neighborhoods and property values.)
- Strategy 1.8: Ensure that adjacent non-residential developments are compatible with each other. (Currently residential on three sides of proposed rezoning.)
- 2. Residential Development & Preservation Creve Coeur will preserve and evolve its high-quality residential development and stable property values...(Hotels are nuisances and most are placed along highways for that reason. With the new Holiday Inn being built north of Kohls, HBE's hotel may be unnecessary – then what? HBE suggested they would compete with other Creve Coeur Hotels. When checked, Marriott had a \$99 a night cost, but outside sale sites posted \$59. Not the high-end business we want abutting a residential area.)

- Strategy 2.8: Mitigate the impact of non-residential uses such as lighting, noise, and trash on residential uses where they are adjacent. (A hotel would do the exact opposite.)
- Strategy 2.9: Protect residential areas from negative encroachment of non-residential uses. (This proposal would encourage encroachment.)
- Strategy 6.4: Use environmental design, operations and management to reduce vehicular congestion on Olive Boulevard. (Hotel will add to congestion)
- Strategy 6.5: Manage traffic impacts in residential neighborhoods. (Proposal encourages traffic to use Mosley Road by directional signs on hotel property.)

If a hotel is an allowable use in CB/Core Business, then why is HBE requesting the rezoning change to PCD? (Section 405.390.C)

These reasons and many others prove that a hotel at the current HBE office building site is not compatible with the new Comprehensive Plan. Residents purchased their homes in good faith knowing that the office building was there. The homes purchased had stabilized property values. A hotel will bring in crime, noise, lighting issues, transient work force, traffic, and trash. CCPD confirmed 96 calls to another Creve Coeur hotel in 2 years. At what cost to tax payers and home owners? Any hotel tax collected would be used for increased Police, Fire and Ambulance calls.

The HBE application suggests that they will use signage to direct traffic to Mosley Road. This is a local street (as per Creve Coeur's Comprehensive Plan page 37). It is not an arterial or collector street and should not be used in this manner. The rezoning amendment should be denied based on these facts.

The traffic study (ordered by whom?) suggests that the hotel will not increase traffic, but check-in, check-out times are in peak traffic congestion times on Olive. How can it not? Based on Creve Coeur's Transportation and Movement (Comp Plan p. 37) "Congestion continues to be a problem in the City, especially along Olive Boulevard, Lindbergh Boulevard, New Ballas Road, and Ladue Road. This continues to be a primary source of quality of life concerns for residents and businesses in the City." The proposal will encourage more traffic on Olive and use Mosley Road as a conduit to Ladue Road.

And, "As a result, travel patterns are changing as drivers try to avoid congestion on Olive Boulevard at peak times. Some of this traffic diversion is affecting residents in adjacent neighborhoods."

We experienced what happens when traffic is shifted to Mosley Road during the Ladue Road shut down. The light at Olive and Mosley was backed up south to the curve and beyond. People were driving on the shoulder to get around the left turn line, cars were turning around in resident's driveways. East and Westbound Olive traffic blocked the intersection, sometimes allowing no movement when the Mosley light turned green. Is this what we want for our residents?

I understand that office buildings and businesses are experiencing a downturn, but rezoning this property will only hurt the neighborhoods and create more congestion in an area that is just not right for a project of this magnitude.

Please consider the Comprehensive Plan that Creve Coeur put into place to protect the City and residents -- VOTE NO on the proposed rezoning and hotel project.

Thank you,

Diana & Frank Sprich
417 North Mosley Road



Jason Jaggi <jjaggi@crevecoeurmo.gov>

Fwd: [Mayor-Council] proposed hotel at Olive and Mosley

1 message

Mark Perkins <mperkins@crevecoeurmo.gov>
To: Jason Jaggi <jjaggi@crevecoeurmo.gov>

Sat, Oct 21, 2017 at 12:40 PM

Mark Perkins
City Administrator
City of Creve Coeur
300 N. New Ballas Road
Creve Coeur, MO 63141
314-872-2511

Begin forwarded message:

From: John Peterson <john.m.peterson@sbcglobal.net>
Date: October 21, 2017 at 10:13:51 AM CDT
To: mayor-council@ci.creve-coeur.mo.us
Subject: [Mayor-Council] proposed hotel at Olive and Mosley

I would like to register my opposition to the proposed hotel at Olive and Mosley. This hotel will create even more congestion than we encountered when Ladue Road was closed and the inconvenience was considerable. Additionally, there are a number of school buses and bus stops on Mosley, and a child care facility within 200 yards, that will be affected by not only excess traffic, but also a population that largely is not from the area, and will have no vested interest in safety, or aesthetics.

Two outlying restaurants will create hundreds of additional cars per day, and those restaurants are sure to have liquor licenses. I don't see any good that will come from this project considering the number of young families in the vicinity. I am 100% opposed to this project, and I live south of Ladue Road. I can only imagine how those off Mosley are reacting.

Regards,

John Peterson
11367 Elzey Street
314/503-3506
john.m.peterson@sbcglobal.net

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: No zoning change for HBE

1 message

Deborah Ryan <dryan@crevecoeurmo.gov>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Mon, Oct 23, 2017 at 3:27 PM

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

From: **bwhuss** <bwhuss@sbcglobal.net>

Date: Mon, Oct 23, 2017 at 3:19 PM

Subject: No zoning change for HBE

To: bglantz@crevecoeurmo.govWendy and Bill Huss [639 Fairways circle](#)

Happy Connecting. Sent from my Sprint Samsung Galaxy S® 5

--

Deborah Ryan

City Clerk

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

MoCCFOA Eastern Division President

MoCCFOA Scholarship Chair 17/18

City of Creve Coeur

[300 N New Ballas Road](#)[Creve Coeur MO 63141](#)[314 872 2517](#) (office)[314 872 2539](#) (fax)

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Please vote NO on hotel

1 message

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

Mon, Oct 23, 2017 at 3:27 PM

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

From: **Lauren Ming** <lming1@icloud.com>

Date: Mon, Oct 23, 2017 at 3:08 PM

Subject: Please vote NO on hotel

To: "Barry Glantz - Mayor bglantz"@crevecoeurmo.gov, "Alexis Travers - Ward 1 atravers"@crevecoeurmo.gov, "James Faron - Ward 1 jfaron"@crevecoeurmo.gov, "Ellen Lawrence - Ward 2 elawrence"@crevecoeurmo.gov, "Ted Ruzicka - Ward 2 truzicka"@crevecoeurmo.gov, "Charlotte D'Alfonso - Ward 3 cdalfonso"@crevecoeurmo.gov, "Robert Hoffman - Ward 3 rhoffman"@crevecoeurmo.gov, "Scott Saunders - Ward 4 ssaunders"@crevecoeurmo.gov, "Sue Baseley - Ward 4 sbaseley"@crevecoeurmo.gov, Jjaggi@crevecoeurmo.gov
Cc: Diann Bomkamp <dbomkamp@sbcglobal.net>

Ladies & Gentlemen:

I am writing to urge your opposition to requested rezoning of the HBE property located at 11330 Olive St. Rd. for hotel/retail/restaurant bar purposes for the following reasons:

1. **Property closely backs up directly to residential property** ... with no proposed sound barrier wall of significant height AND installation of a *complete* evergreen landscape barrier of fast growing, very tall white pines, Norway spruce and other varieties.
2. **Property lacks acceptable depth** ... proposed pool in rear of HBE building is *far too close* to neighboring residential property and will cause unacceptable noise nuisance. Currently, residence directly behind property regularly hear building maintenance personnel yelling and "carrying on" after hours, disturbing neighbors.
3. **Vacant retail property currently exists** in this direct Olive corridor...no further vacant property desired to add to "blighted" look of community
4. **Hotel visitors create a nuisance to community** and strain on police/fire/ambulance emergency services per testimony of Fairways resident & EMS technician, Rob Daus, at HBE September presentation meeting. A hotel would invite 10's of thousands of "strangers" to the community rather than maintain the regular occupants of the current office use of the building.
5. **Added congestion to Olive St. Rd.** – Findings of traffic study ordered by HBE owners are completely unfathomable ! The previous commercial office building traffic was limited to employees arriving at 8-9 am and leaving at 5-6 pm with extremely limited traffic or related activity/noise in the evening or on weekends. Come now a proposal for a 24/7/365 day/year hotel/retail/restaurant/bar use which would create continuous traffic in and out of the property at ALL hours of the day and night, EVERY day of the week from hotel guests, hotel visitors, hotel meeting attendants, hotel maintenance personnel, daily trash service, daily food service and other suppliers, the added traffic of 4 additional retail units, as well as the comings and goings of a restaurant and bar facility, too ! No reasonably intelligent individual would ever guess this proposed use would do anything but increase the already congested traffic flow in the area. How many more stop lights do we want to put in the 1.5 miles east of Hwy 270? This building proposal would undoubtedly require an additional light to allow for the flow into/out of this property with such a use. From Craig to Mosley (less than 2/10ths of a mile) there would be 4 lights (and they are not very well synchronized as it is).

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

6. **Hotel saturation.** The direct area is already supported by 3 sizeable hotels (all of which are in commercial areas, by the way) with a 4th hotel proposed adjacent to the 270/Olive intersection.....a 5th hotel is NOT necessary....we don't even have any area attractions to support additional hotels that aren't currently served by existing Creve Coeur hotels and the significant number of hotel/motels in the Westport area, as well. What do we want Creve Coeur to look like ????

7. **Tax generation.** If the building continues to be used as commercial office space, it will continue to generate substantial real estate and income taxes to support the Creve Coeur community without the need to contribute to the unrest and nuisance of the community.

Current zoning laws do not allow for such a use *for a reason*. To allow them to make their own little subset of rules for this plot of ground goes against what has been considered for and designed by the City thus far for the area. I respectfully ask you to consider these needs and interests of the community and deny any zoning request allowing for a hotel facility.

Most sincerely,

Lauren Ming

709 Fairways Circle,

St. Louis, MO 63141

Donate Life! Register to be an organ donor

Lauren Nash Ming
Leo H. Ming Jr
Mingo & Associates LLC
Management Consultants
314 541-8083

Sent from my iPhone (please excuse typos)

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

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

www.creve-coeur.org

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Proposed Hotel Development

1 message

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

Mon, Oct 23, 2017 at 3:28 PM

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

From: **Laurna Godwin** <lgodwin@vector-comm-corp.com>
Date: Mon, Oct 23, 2017 at 11:48 AM
Subject: Re: Proposed Hotel Development
To: Barry Glantz <bglantz@crevecoeurmo.gov>
Cc: elawrence@crevecoeurmo.gov, Ruzicka Ted <truzicka@crevecoeurmo.gov>, Perkins Mark <mperkins@crevecoeurmo.gov>, Jaggi Jason <jjaggi@crevecoeurmo.gov>

Thanks Mayor for your timely response. I sent a similar email to Alderwoman Lawrence this morning.

I will be attending tonight.

Please include my email as part of the public record and distribute to all Planning and Zoning members.

Thanks again,

Laurna Godwin
Owner/President
Vector Communications
Power House at Union Station
401 South 18th Street
Suite 325
St. Louis, MO 63103
(w) 314-621-5566 x101
(cell) 314-210-8115
lgodwin@vectorstl.com
www.vectorstl.com

On Oct 23, 2017, at 11:42 AM, Barry Glantz <bglantz@crevecoeurmo.gov> wrote:

Laurna - it's good to hear from you....thanks so much for taking the time to write and clearly outline your thoughts and opinions in regard to the HBE proposal.

As you are probably aware - this issue is scheduled to be presented to our Planning and Zoning Commission tonight (6:30 pm at the Creve Coeur Government Center) and the hearing will include ample time for public comment.

Once the Planning and Zoning Commission has received sufficient input and feels that they have enough information to make an informed decision - they will vote to either recommend approval or denial when the proposal is finally presented to the City Council.

I have no timeline yet for that part of the process.

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

Please be assured that the Planning and Zoning Commission, members of the City Council and I take this matter very seriously, and are acutely sensitive to the opinions of all residents in the area.

Thank you again for taking the time to write. I have included your Ward II City Council representatives (Dr. Ellen Lawrence and Mr. Ted Ruzicka) on this reply e-mail message, as well as our City Administrator (Mr. Mark Perkins) and Director of Community Development (Mr. Jason Jaggi)....so that they are all aware of your thoughts and comments on this matter as well.

In addition, if you would like, I will request that your e-mail message be made part of the record and distributed to all Planning and Zoning members at the Public Hearing this evening.

Sent from my iPhone

Best regards,

Barry L. Glantz
Mayor
City of Creve Coeur, MO
(314) 630-8772 cell

* Please note / update my new Creve Coeur e-mail address : bglantz@crevecoeurmo.gov

On Oct 22, 2017, at 7:59 PM, Lurna Godwin <lgodwin@vector-comm-corp.com> wrote:

Hello Mayor Glantz:

I have met you a few times most recently when I brought the head of the Missouri Department of Transportation to meet you and Pat Kelly of the Municipal League of Metro St. Louis. I live at [11230 Mosley Manor Court](#).

I can't remember the last time I contacted my mayor about an issue but I am compelled to contact you about the proposed hotel project by HBD. My husband, Sam Hutchinson, and I are totally against this project. In fact, everyone living in Villas on Mosley has discussed this issue and we are all against it. A hotel, plus a strip mall on that lot will be detrimental to property values, create a safety concern for small children who live in our area and those who attend the Goddard School, and create much more traffic and congestion.

I hope you will support the people whom you represent and vote against this proposal.

[Lurna Godwin](#)
[Owner/President](#)
Vector Communications
Power House at Union Station
[401 South 18th Street](#)
[Suite 325](#)
[St. Louis, MO 63103](#)
(w) [314-621-5566 x101](#)
(cell) [314-210-8115](#)
lgodwin@vectorstl.com
www.vectorstl.com

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

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

www.creve-coeur.org

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Regarding Hotel Proposal for HBE Building 2017 (updated with my address)

1 message

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

Mon, Oct 23, 2017 at 3:27 PM

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

From: **Christopher Bansbach** <stlchrisb@gmail.com>

Date: Mon, Oct 23, 2017 at 2:48 PM

Subject: Regarding Hotel Proposal for HBE Building 2017 (updated with my address)

To: bglantz@crevecoeurmo.gov, atravers@crevecoeurmo.gov, jfaron@crevecoeurmo.gov,
elawrence@crevecoeurmo.gov, truzicka@crevecoeurmo.gov, cdalfonso@crevecoeurmo.gov,
rhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, sbaseley@crevecoeurmo.gov, Jjaggi@crevecoeurmo.gov
Cc: Diann Bomkamp <dbomkamp@sbcglobal.net>

Ladies & Gentlemen:

I am writing to urge your opposition to requested rezoning of the HBE property located at 11330 Olive St. Rd.

for hotel/retail/restaurant bar purposes for the following reasons:

1. **Property closely backs up directly to residential property** ... with no proposed sound barrier wall of significant height AND installation of a *complete* evergreen landscape barrier of fast growing, very tall white pines, Norway spruce and other varieties.
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4. **Hotel visitors create a nuisance to community** and strain on police/fire/ambulance emergency services per testimony of Fairways resident & EMS technician, Rob Daus, at HBE September presentation meeting. A hotel would invite 10's of thousands of "strangers" to the community rather than maintain the regular occupants of the current office use of the building.
5. **Added congestion to Olive St. Rd.** – Findings of traffic study ordered by HBE owners are completely unfathomable ! The previous commercial office building traffic was limited to employees arriving at 8-9 am and leaving at 5-6 pm with extremely limited traffic or related activity/noise in the evening or on weekends. Come now a proposal for a 24/7/365 day/year hotel/retail/restaurant/bar use which would create continuous traffic in and out of the property at ALL hours of the day and night, EVERY day of the week from hotel guests, hotel visitors, hotel meeting attendants, hotel maintenance personnel, daily trash service, daily food service and other suppliers, the added traffic of 4 additional retail units, as well as the comings and goings of a restaurant and bar facility, too ! No reasonably intelligent individual would *ever* guess this proposed use would do anything but increase the already congested traffic flow in the area. How

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

many more stop lights do we want to put in the 1.5 miles east of Hwy 270? This building proposal would undoubtedly require an additional light to allow for the flow into/out of this property with such a use. From Craig to Mosley (less than 2/10ths of a mile) there would be 4 lights (and they are not very well synchronized as it is).

6. Hotel saturation. The direct area is already supported by 3 sizeable hotels (all of which are in commercial areas, by the way) with a 4th hotel proposed adjacent to the 270/Olive intersection.....a 5th hotel is NOT necessary....we don't even have any area attractions to support additional hotels that aren't currently served by existing Creve Coeur hotels and the significant number of hotel/motels in the Westport area, as well. What do we want Creve Coeur to look like ????

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Most sincerely,

Christopher Bansbach
715 Fairways Circle
St. Louis, MO 63141

--

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

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

www.creve-coeur.org

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Rezoning of HBE Bldg @ 11330 Olive

Deborah Ryan <dryan@crevecoeurmo.gov>

Mon, Oct 23, 2017 at 2:51 PM

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

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

From: jmmacd <jmmacd@att.net>

Date: Mon, Oct 23, 2017 at 2:30 PM

Subject: Rezoning of HBE Bldg @ 11330 Olive

To: bgiantz@crevecoeurmo.gov, atravers@crevecoeurmo.gov, jfaron@crevecoeurmo.gov, elawrence@crevecoeurmo.gov, truzicka@crevecoeurmo.gov, cdalfonso@crevecoeurmo.gov

Ladies & Gentlemen:

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3. **Vacant retail property currently exists** in this direct Olive corridor...no further vacant property desired to add to "blighted" look of community
4. **Hotel visitors create a nuisance to community** and strain on police/fire/ambulance emergency services per testimony of Fairways resident & EMS technician, Rob Daus, at HBE September presentation meeting. A hotel would invite 10's of thousands of "strangers" to the community rather than maintain the regular occupants of the current office use of the building.
5. **Added congestion to Olive St. Rd.** – Findings of traffic study ordered by HBE owners are completely unfathomable ! The previous commercial office building traffic was limited to employees arriving at 8-9 am and leaving at 5-6 pm with extremely limited traffic or related activity/noise in the evening or on weekends. Come now a proposal for a 24/7/365 day/year hotel/retail/restaurant/bar use which would create continuous traffic in and out of the property at ALL hours of the day and night, EVERY day of the week from hotel guests, hotel visitors, hotel meeting attendants, hotel maintenance personnel, daily trash service, daily food service and other suppliers, the added traffic of 4 additional retail units, as well as the comings and goings of a restaurant and bar facility, too ! No reasonably intelligent individual would ever guess this proposed use would do anything but increase the already congested traffic flow in the area. How many more stop lights do we want to put in the 1.5 miles east of Hwy 270? This building proposal would undoubtedly require an additional light to allow for the flow into/out of this property with such a use. From Craig to Mosley (less than 2/10ths of a mile) there would be 4 lights (and they are not very well synchronized as it is).
6. **Hotel saturation**. The direct area is already supported by 3 sizeable hotels (all of which are in commercial areas, by the way) with a 4th hotel proposed adjacent to the 270/Olive intersection.....a 5th hotel is NOT necessary....we don't even have any area attractions to support additional hotels that aren't currently served by existing Creve Coeur hotels and the significant number of hotel/motels in the Westport area, as well. What do we want Creve Coeur to look like ????
7. **Tax generation**. If the building continues to be used as commercial office space, it will continue to generate substantial real estate and income taxes to support the Creve Coeur community without the need to contribute to the unrest and nuisance of the community.

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

Current zoning laws do not allow for such a use *for a reason*. To allow them to make their own little subset of rules for this plot of ground goes against what has been considered for and designed by the City thus far for the area. I respectfully ask you to consider these needs and interests of the community and deny any zoning request allowing for a hotel facility.

Most sincerely,

J. Michael MacDonald

715 Fairways Circle, St. Louis, MO 63141

--

Deborah Ryan

City Clerk

PLEASE NOTE MY NEW EMAIL ADDRESS:

dryan@crevecoeurmo.gov

MoCCFOA Eastern Division President

MoCCFOA Scholarship Chair 17/18

City of Creve Coeur

300 N New Ballas Road

Creve Coeur MO 63141

314 872 2517 (office)

314 872 2539 (fax)

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: rezoning of the HBE building for usage as a hotel

1 message

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

Mon, Oct 23, 2017 at 3:28 PM

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

From: **Raymond mueller** <mueller-r@att.net>
Date: Mon, Oct 23, 2017 at 11:19 AM
Subject: rezoning of the HBE building for usage as a hotel
To: "bglantz@crevecoeurmo.gov" <bglantz@crevecoeurmo.gov>, "atravers@crevecoeurmo.gov" <atravers@crevecoeurmo.gov>, "jfaron@crevecoeurmo.gov" <jfaron@crevecoeurmo.gov>, "elawrence@crevecoeurmo.gov" <elawrence@crevecoeurmo.gov>, "truzicka@crevecoeurmo.gov" <truzicka@crevecoeurmo.gov>, "cdalfonso@crevecoeurmo.gov" <cdalfonso@crevecoeurmo.gov>, "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "sbaseley@crevecoeur.gov" <sbaseley@crevecoeur.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>
Cc: Diann Bomkamp <dbomkamp@sbcglobal.net>

We are Ray Mueller and Betty of 719 Fairways Circle . We moved to Creve Coeur 3 years ago. Moving from Manchester , Mo we searched for a quieter metropolitan neighborhood to relocate. Creve Coeur was the winner for us. Creve Coeur's reputation for it's quality of neighborhoods and the services that it provides, such as the great police and fire departments, the leaf and limb collections and the trash/ recycling program. We feel we can go on vacation and our home will be safe.

When we researched the area we found the Fairways Circle Subdivision to be quiet and very friendly.

Our property is adjacent to the south side of the HBE building. They have been a good neighbor with a 9 to 5, 5 days a work week. Now they are asking for rezoning to a 24/7 – 365 a day business which will increase the noise level and traffic in addition to the pool that would be open till 10pm.

We strongly oppose the rezoning of this property for hotel usage and respectfully request that you do not approve the rezoning.

In the statement section of the proposal it states “no net cumulative negative impact to the conversion of the existing building into a hotel”

We beg to differ.

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

The Kummer group has personal reasons to develop this property into a hotel to be completed in 2019 to celebrate a 90th birthday as stated in the meeting with the residents in August. This reasoning has nothing to do with the betterment of the community.

This hotel proposal would create a business that has access 24 hours a day, 7 days a week, 365 days a year with a transient population. The noise level and traffic will significantly increase at all hours, every day of the year.

Under the background statements in the proposal the plan states – “because of the age of the building HBE has determined that it is not feasible to convert the existing building into a “class A” office building”, yet it can convert this same aged building into a hotel? Again, the Kummer’s group preference. Surely the building can be repurposed to attract other business. Let’s not eliminate those options.

The 2 existing hotels east of 270 and Olive are not in residential areas and it is our understanding there is another hotel being constructed at the Kohl’s location west of 270 in the unincorporated area. Plus there is an abundance of hotels in the Westport area.

The existing building is very close to the residential area on the south side as it is.

In the meeting with the residents in August there were other concerns and suggestions made by those in attendance.

- construct a highway type retaining wall between the HBE building and the residential area to the south regardless of the business in the facility to control access to the neighborhood as well as reduce the noise level.**
- Close the access from Mosley onto the property and create a new entrance from the west side of the property onto N. Office Parkway or Office Parkway which would direct traffic through a commercial area.**
- Do not allow any parking behind the building by employees or guests to help reduce the noise level.**
- Move the pool to the east or west sides of the building or better still place it indoors or eliminate it.**

We have heard contradictory statements from the Kummer group and their representatives concerning the usage of the property especially the restaurant and bar. One statement in the material from the August

meeting with the residents states the restaurant will be for hotel guests only, then there was an amended paper handed out at the meeting stating it would be open to the public. In the submitted proposal in the background section to the council it states the restaurant will be for hotel guests, family and friends, 3 meals a day. The bar/lounge is not addressed as to the hours of operation and usage.

How do you enforce the proposals once the operation is up and running?

The best solution to this issue is not to rezone this property.

In closing a hotel is a hotel. You can not control or guarantee the type of people you will attract 24/7/365 days a year regardless of the name of the hotel or the room rate you charge.

Would you like this business in your neighborhood? I would encourage those involved in the decision making to seriously evaluate the impact on the neighborhood. Visit not only the interior of the HBE building but the exterior and the impact it will have on the peaceful surroundings. Examine the south and east sides of the building and get a perspective from the Mosley, Fairways, and other area residents concerns.

We need to preserve the residential area and not create another Manchester Road. Please vote no on rezoning

Thank you

Raymond and Betty Mueller

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd

10/23/2017

Creve Coeur Mail - Fwd: rezoning of the HBE building for usage as a hotel

6.2.h

Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:

jjaggi@crevecoeurmo.gov

www.creve-coeur.org

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)



Jason Jaggi <jjaggi@crevecoeurmo.gov>

Re: hotel at Mosley & Olive

1 message

Barry Glantz <bglantz@crevecoeurmo.gov>

Fri, Oct 20, 2017 at 11:22 AM

To: Roberta Glaser <glasbobie@yahoo.com>

Cc: Faron James <jfaron@crevecoeurmo.gov>, Travers Alexis <atravers@crevecoeurmo.gov>, Ruzicka Ted <truzicka@crevecoeurmo.gov>, elawrence@crevecoeurmo.gov, Hoffman Robert <rhoffman@crevecoeurmo.gov>, D'Alfonso Charlotte <cdalfonso@ci.creve-coeur.mo.us>, ssaunders@crevecoeurmo.gov, sbaseley@crevecoeurmo.gov, Perkins Mark <mperkins@crevecoeurmo.gov>, Jaggi Jason <jjaggi@crevecoeurmo.gov>

Thank you !

I have included all of the members of the City Council on this reply e-mail message, as well as our Director of Community Development (Mr. Jason Jaggi) and our City Administrator (Mr. Mark Perkins).

Mr. Jaggi - please also share Mrs. Glaser's comments / e-mail with members of the Planning and Zoning Commission.

Sent from my iPhone

Best regards,

Barry L. Glantz
Mayor
City of Creve Coeur, MO
(314) 630-8772 cell

* Please note / update my new Creve Coeur e-mail address : bglantz@crevecoeurmo.gov

On Oct 20, 2017, at 11:14 AM, Roberta Glaser <glasbobie@yahoo.com> wrote:

Absolutely. All of the commercial construction in Clayton & even Chesterfield hasn't seemed to hurt either property values or people wanting to live in those areas. It would be nice if we could live in country towns with all of the embellishments of city living. We moved to Creve Coeur when there was only a little grocery store called Dierbergs in a converted house, no theatres or restaurants. Things have changed & if we're lucky enough to have a major company wanting to locate in Creve Coeur & not Clayton, we should embrace them & not shun the opportunity. Thank you for returning my email. We wanted the hotel in the first place.

On Friday, October 20, 2017 09:01:38 AM MST, Barry Glantz <bglantz@crevecoeurmo.gov> wrote:

Thank you for taking the time to write - and for your very thoughtful comments !

Would you like for your e-mail message to be shared with members of the City Council and / or our Planning and Zoning Commission ?

Sent from my iPhone

Best regards,

Barry L. Glantz
Mayor
City of Creve Coeur, MO

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

(314) 630-8772 cell

* Please note / update my new Creve Coeur e-mail address : bglantz@crevecoeurmo.gov

On Oct 18, 2017, at 11:51 AM, Roberta Glaser <glasbobie@yahoo.com> wrote:

Dear Mr. Mayor:

Louis & I have resided in Creve Coeur for over 50 years. As I walk up Mosley I see signs against the construction of a hotel at Mosley & Olive. Both of us feel that the city should encourage the building of it. I am reminded of how University City blocked Famous & Barr from building the department store on property which would have been in U. City so the store was built in Clayton & the parking lot went to U. City. U. City was deprived of the tax money & the same thing will happen to Creve Coeur. We need the revenue. This hotel is going to be a high class operation which will far surpass anything else in the area. For residents that live near Olive Blvd., they knew that Olive was commercial. If they didn't want to reside near commercial development, they shouldn't have move there.

Yours truly,
Bobbie Glaser

If you have received this message by mistake, please notify the City of Creve Coeur IT Coordinator (314-872-2509) and delete this message from your system. All email to and from the City are checked for viruses. Although this e-mail and any attachment(s) are believed to be free of any virus, worm, or other digital illness or defect that might affect any computer system that receives and opens this message, it is the responsibility of the recipient to make sure that it is free from any virus or other defect. The City does not accept, and specifically disclaims, any responsibility or liability for any loss or damage arising from the receipt or use of this message, and any attachment(s) in any way.

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)



Jason Jaggi <jjaggi@crevecoeurmo.gov>

Rezoning of 11318 Olive Blvd.1 message

Ed Fliesher <efliesher@aol.com>

Mon, Oct 23, 2017 at 8:54 AM

To: "mayor-council@crevecoeurmo.gov" <mayor-council@crevecoeurmo.gov>, "Jjaggi@crevecoeurmo.gov,"

<jjaggi@crevecoeurmo.gov>

Cc: "dbomkamp@sbcglobal.net" <dbomkamp@sbcglobal.net>

To Mayor and City Council Members:

I am writing this e-mail to voice my concerns regarding the proposed rezoning of [11318 Olive Blvd.](#) to a commercial development district for renovation of the existing building into a hotel, and the concurrent amendment to allow for secondary access to an arterial road (Mosley Road) with primary access to Olive Boulevard.

As a long time resident of Morwood Hills Subdivision in Ward 2, I feel the proposed development would do irreparable damage to the contiguous residential areas. It would only compound the traffic congestion at Olive and Mosley. We already know how congested Mosley becomes with increased traffic from the difficulties many of us had during the detour from Ladue Road's closure this past summer. Mosley Road is not a major arterial, and is not designed to handle traffic for a commercial district and hotel development.

I am very concerned about issues such as noise and security with the proposed development. Our neighborhood currently seems far enough from the commercial activity on Olive Blvd. that it feels quiet and secure. That serene residential feeling will be seriously undermined by this commercial development next door. My thoughts are that this will have a negative impact on our neighborhood, making it a less desirable neighborhood and even bringing a decline in our property values.

In summary, I am stating that as a resident of Ward 2 I feel that our neighborhood would suffer a severely negative impact from these proposed actions.

Thank you for your attention to my concerns.

Sincerely,

Edward Fliesher

[31 Morwood Lane](#)

[Creve Coeur, MO 63141](#)

Email: efliesher@aol.com

Sent from [Mail](#) for Windows 10

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

Lauren/John Rice
 120 N. Mosley Rd
 Creve Coeur, Mo 63141

RECEIVED

OCT 20 2017

PLANNING DEPT.

Dear Mayor, Glantz, Ellen Lawrence, Ted Ruzicka,
 and Planning/Zoning Committee:

We have lived on Mosley Rd for 29 years. When we first moved here, Mosley Rd was a quiet, almost country road. For the most part, things have remained peaceful and quiet. Our home is one of the oldest on the road, and next year we are turning the house over to our daughter and her husband. Her memories of growing up right on Mosley Rd are that good! I hope she will enjoy the same tranquil neighborhood we have.

For this reason, we are opposed to the zoning changes and the hotel idea at the HBE site at the end of our street. We believe that this will increase street traffic as well as crime. Please preserve our peaceful street.

John & Lauren Rice

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd:

1 message

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

Tue, Oct 24, 2017 at 9:33 AM

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

From: **Marcia Oberdorfer** <hansandmarcia@sbcglobal.net>

Date: Mon, Oct 23, 2017 at 11:22 PM

Subject: Fwd:

To: bglantz@crevecoeurmo.gov, atravers@crevecoeurmo.gov, jfaron@crevecoeurmo.gov,
 elawrence@crevecoeurmo.gov, truzicka@crevecoeurmo.gov, cdalfonso@crevecoeurmo.gov,
 rhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, sbaseley@crevecoeurmo.gov, Jjaggi@crevecoeurmo.gov

Ladies & Gentlemen:

I am writing to urge your opposition to requested rezoning of the HBE property located at 11330 Olive St. Rd. for hotel/retail/restaurant bar purposes for the following reasons:

1. **Property closely backs up directly to residential property** ... with no proposed sound barrier wall of significant height AND installation of a *complete* evergreen landscape barrier of fast growing, very tall white pines, Norway spruce and other varieties.
2. **Property lacks acceptable depth** ... proposed pool in rear of HBE building is *far too close* to neighboring residential property and will cause unacceptable noise nuisance. Currently, residence directly behind property regularly hear building maintenance personnel yelling and "carrying on" after hours, disturbing neighbors.
3. **Vacant retail property currently exists** in this direct Olive corridor...no further vacant property desired to add to "blighted" look of community
4. **Hotel visitors create a nuisance to community** and strain on police/fire/ambulance emergency services per testimony of Fairways resident & EMS technician, Rob Daus, at HBE September presentation meeting. A hotel would invite 10's of thousands of "strangers" to the community rather than maintain the regular occupants of the current office use of the building..
5. **Added congestion to Olive St. Rd.** – Findings of traffic study ordered by HBE owners are completely unfathomable ! The previous commercial office building traffic was limited to employees arriving at 8-9 am and leaving at 5-6 pm with extremely limited traffic or related activity/noise in the evening or on weekends. Come now a proposal for a 24/7/365 day/year hotel/retail/restaurant/bar use which would create continuous traffic in and out of the property at ALL hours of the day and night, EVERY day of the week from hotel guests, hotel visitors, hotel meeting attendants, hotel maintenance personnel, daily trash service, daily food service and other suppliers, the added traffic of 4 additional retail units, as well as the comings and goings of a restaurant and bar facility, too ! No reasonably intelligent individual would ever guess this proposed use would do anything but increase the already congested traffic flow in the area. How many more stop lights do we want to put in the 1.5 miles east of Hwy 270? This building

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCDD)

proposal would undoubtedly require an additional light to allow for the flow into/out of this property with such a use. From Craig to Mosley (less than 2/10ths of a mile) there would be 4 lights (and they are not very well synchronized as it is).

6. Hotel saturation. The direct area is already supported by 3 sizeable hotels (all of which are in commercial areas, by the way) with a 4th hotel proposed adjacent to the 270/Olive intersection.....a 5th hotel is NOT necessary....we don't even have any area attractions to support additional hotels that aren't currently served by existing Creve Coeur hotels and the significant number of hotel/motels in the Westport area, as well. What do we want Creve Coeur to look like ????

7. Tax generation. If the building continues to be used as commercial office space, it will continue to generate substantial real estate and income taxes to support the Creve Coeur community without the need to contribute to the unrest and nuisance of the community.

Current zoning laws do not allow for such a use *for a reason*. To allow them to make their own little subset of rules for this plot of ground goes against what has been considered for and designed by the City thus far for the area. I respectfully ask you to consider these needs and interests of the community and deny any zoning request allowing for a hotel facility.

Most sincerely,

Hans and Marcia Oberdorfer

647 Fairways Circle, St. Louis, MO 63141

Creve Coeur City Council Members

- Barry Glantz - Mayor bglantz@crevecoeurmo.gov
- Alexis Travers - Ward 1 atravers@crevecoeurmo.gov
- James Faron - Ward 1 jfaron@crevecoeurmo.gov
- Ellen Lawrence - Ward 2 elawrence@crevecoeurmo.gov
- Ted Ruzicka - Ward 2 truzicka@crevecoeurmo.gov
- Charlotte D'Alfonso - Ward 3 cdalfonso@crevecoeurmo.gov
- Robert Hoffman - Ward 3 rhoffman@crevecoeurmo.gov
- Scott Saunders - Ward 4 ssaunders@crevecoeurmo.gov
- Sue Baseley - Ward 4 sbaseley@crevecoeurmo.gov
- Jjaggi@crevecoeurmo.gov

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

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

www.creve-coeur.org

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Olive and Mosley Hotel project

1 message

Michael <216smock@gmail.com>

Mon, Oct 23, 2017 at 6:26 PM

To: "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>

Ms. Kelly

I am unfortunately unable to attend the planning and zoning commission meeting this evening. As an interested resident, I intended to come and make a comment and suggestion. I do not know the procedure for submitting comments via email, or if my comments are too late for the Commission to take into consideration.

I have reviewed much of the materials regarding this proposal. Overall, it looks like a positive change for this property. The traffic study that was provided is reassuring to me as a resident of Mosley Rd. I appreciate that they have proposed a reuse of the existing major building rather than new construction. What I would like to suggest is that connections to the properties to the immediate west be created. The development of off-street vehicular connections between parking areas is encouraged in the Creve Coeur Comprehensive Plan. It would be entirely feasible to create a connection from this property directly to the adjacent property on Olive Rd. (the PNC Bank/Pei Wei building). Not only would this facilitate off-street movements, it would provide hotel guests access to the traffic light at Olive and Office Pkwy for easier and safer left turns onto Olive. In addition to this connection, the Commission could consider a pedestrian connection further south. In this portion of the subject property, the grade difference to the adjacent properties may preclude a vehicular connection, but a stairway could be created to facilitate pedestrian access and may encourage pedestrian access to the Office Parkway district as well as the Dielmann Recreation Complex.

I hope that the Commission can take my comments into consideration.

Sincerely,

Michael Smock
11201 Mosley Hill Dr.
Creve Coeur, MO

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Safety Concern HBE proposal

1 message

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

Mon, Oct 23, 2017 at 5:22 PM

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

From: **robert daus** <rdausjr@earthlink.net>
Date: Mon, Oct 23, 2017 at 5:19 PM
Subject: Safety Concern HBE proposal
To: atravers@crevecoeurmo.gov, jfaron@crevecoeurmo.gov, elawrence@crevecoeurmo.gov,
truzicka@crevecoeurmo.gov, cdalfonso@crevecoeurmo.gov, rhoffman@crevecoeurmo.gov,
ssaunders@crevecoeurmo.gov, sbaseley@crevecoeurmo.gov, Jjaggi@crevecoeurmo.gov

October 15, 2017

Council Members,

I am writing to express my concern and opposition to the proposed rezoning of the HBE property at 1330 Olive St. Rd. to allow for a hotel, restaurant, and retail space.

I agree with the general concerns that the area citizens have proposed however; I want to focus on one specific aspect of this proposed hotel that I feel will affect the safety of the area. I have had professional emergency service experience responding to similar area hotels that are in the same price range and class of the proposed HBE hotel.

- Hotels attract a transient client and there is no way for anyone to assure the type of client that will seek to stay at this proposed hotel. Keeping this in mind it should not be placed near any neighborhood.
- The room price-point is not consistent with a high-end type hotel that would attract a client best suited for the area. Rooms, if vacant, can and will find their way to online discount sites.
- Criminals search for inexpensive hotels to set-up operations in a target rich area. I can personally attest to the emergency services ongoing effort to address Prostitution, Drug Use, Drug Manufacturing, Drug Distribution, Burglary, and Cyber-Theft to name a few.
- This type of criminal activity will chronically draw from Police, Fire, and EMS resources that would have been otherwise available to the area residents.

I have shared these concerns with HBE in person and to-date they have not disputed my statements.

Being that the Planning and Zoning positions are appointed by the elected Mayor and confirmed by the elected City Council it is my expectation that the direction of the residents will be strongly represented when deciding this HBE proposal.

Sincerely,
Robert Daus
623 Fairways Circle
Creve Coeur, MO 63141
[314-283-4575](tel:314-283-4575)

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

--

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

PLEASE NOTE MY NEW EMAIL ADDRESS:

jjaggi@crevecoeurmo.gov

www.creve-coeur.org



HBE concern.docx

105K

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: FW: Forward this email to the Creve Coeur couch members

1 message

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

Mon, Oct 23, 2017 at 5:05 PM

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

From: **Justin Michel** <justin_michel@hotmail.com>

Date: Mon, Oct 23, 2017 at 4:57 PM

Subject: FW: Forward this email to the Creve Coeur couch members

To: "bglantz@crevecoeurmo.gov" <bglantz@crevecoeurmo.gov>, "atravers@crevecoeurmo.gov" <atravers@crevecoeurmo.gov>, "jfaron@crevecoeurmo.gov" <jfaron@crevecoeurmo.gov>, "elawrence@crevecoeurmo.gov" <elawrence@crevecoeurmo.gov>, "truzicka@crevecoeurmo.gov" <truzicka@crevecoeurmo.gov>, "cdalfonso@crevecoeurmo.gov" <cdalfonso@crevecoeurmo.gov>, "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "sbaseley@crevecoeurmo.gov" <sbaseley@crevecoeurmo.gov>, "Jjaggi@crevecoeurmo.gov" <Jjaggi@crevecoeurmo.gov>

Dear council member,

In addition to the comments below, I'll add that my wife and I wouldn't have purchased our home 4 months ago if we'd know that the gigantic building looming over the back yard might be occupied outside of business hours. The fact that it was an office building eased our reservations about the property.

That being said, I think some reasonable compromise might be reached if the Kummer's were willing to alter their plans to be better neighbors with properties that adjoin the building which probably should never have been allowed in the first place.

1. Converting rear and side windows that can view adjoining properties to either walls or opaque balconies would alleviate part of the problem.
2. Adding a concrete barrier such as those along highways between the entire property and our subdivision could actually improve noise isolation from Olive.
3. Planting suitable fast-growing shrubs along the back of the property such as Thuja Green Giant or Leyland Cypress in addition to a slower growing thicker trees such as Norway Spruce could provide relatively short term isolation between the property and our neighborhood. Trees alone would require 20-30 years before providing any benefit.
4. Planning for traffic problems caused by the changes to their property (such as closing the Mosely access, or at least making it one-way, and possibly adding a replacement traffic light and entrance on Olive.

Additionally, the Kummers thoughtfully provided a picture of what a bad neighbor a hotel could be when they left all of their lights on for a few nights last week. Attached is the view of the building from my yard, and I'm not even the most affected, nor have all the trees dropped their leaves.

Thanks for your help and consideration,

Justin Michel

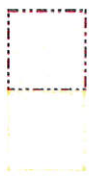
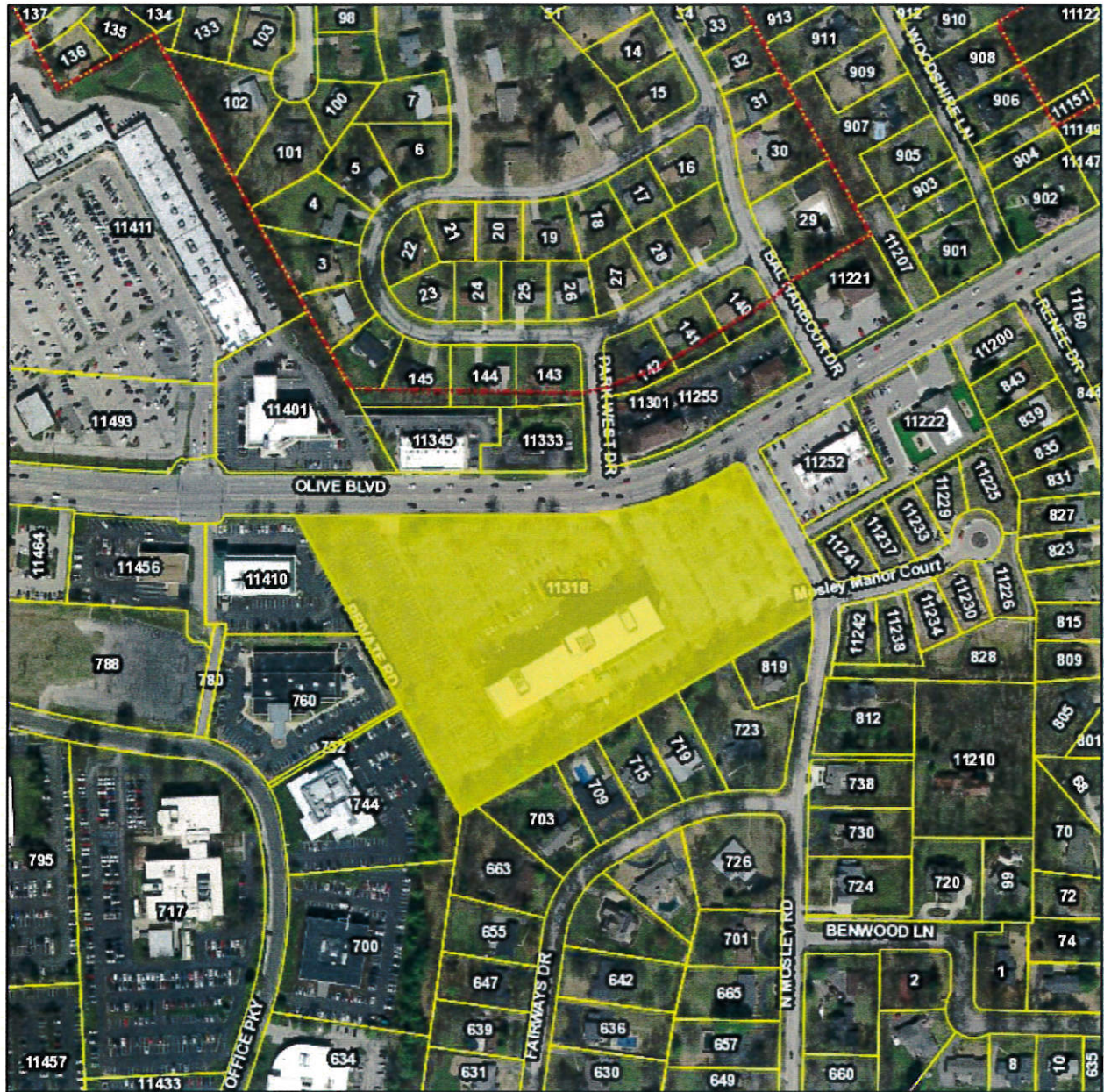
Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

OPPOSITION ON BEHALF OF DIANA SPRICH

Mary B. Schultz
Schultz & Associates LLP
mschultz@sl-lawyers.com
636-537-4645

Aerial Photo

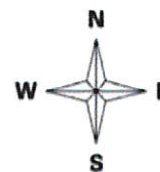
11318 Olive Boulevard (addressed as 11330 Olive Boulevard, Former HBE Office)



City Limits

Parcels

July 21, 2017



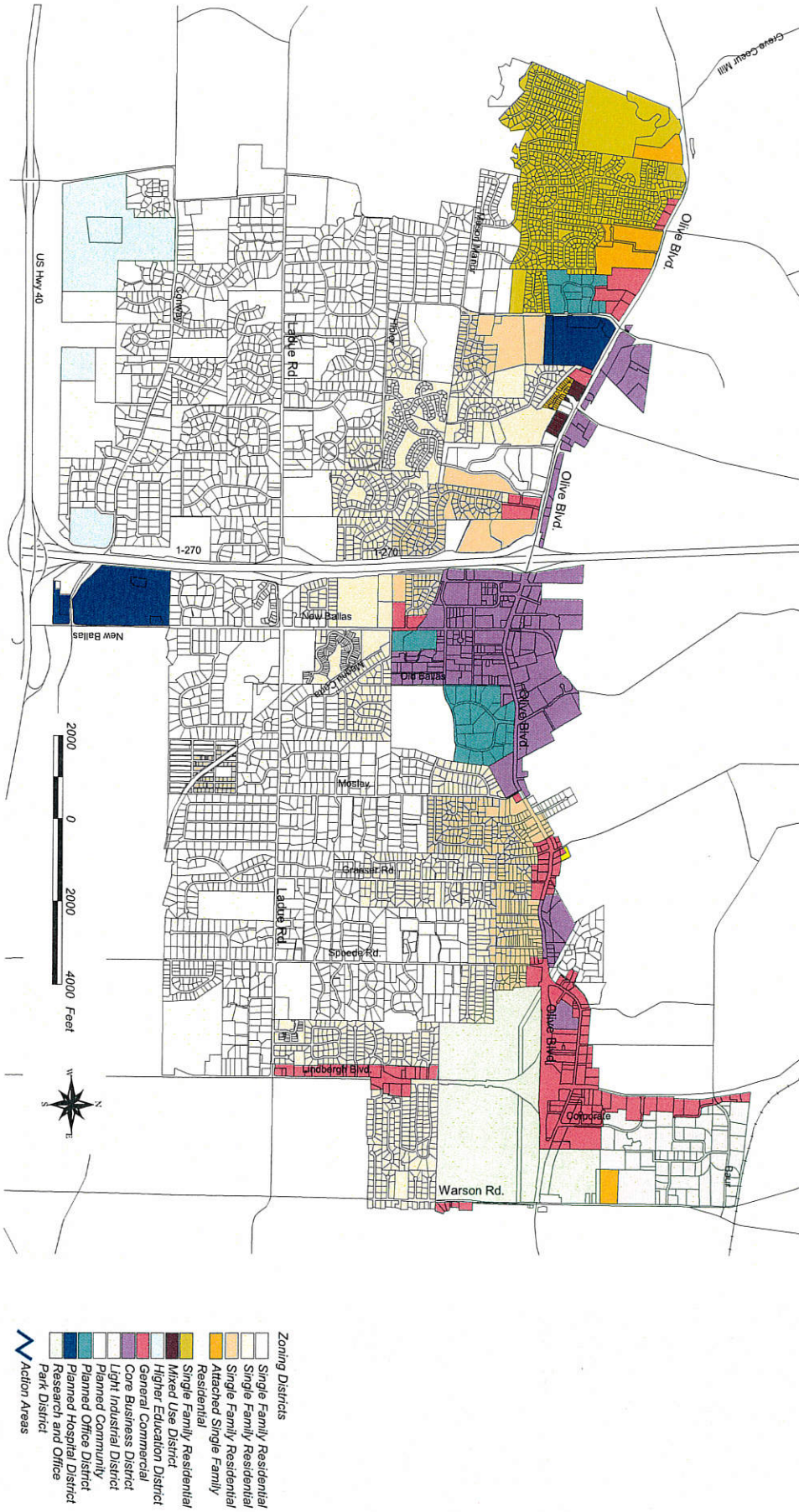
Prepared By

HORNER SHIFFRIN

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

Existing Zoning Districts

City of Creve Coeur



Notice of public hearings, publication and mailing requirements, contents.

99.830. 1. Notice of the public hearing required by section 99.825 shall be given by **publication and mailing**. Notice by publication shall be given by publication at least twice, the first publication to be not more than thirty days and the second publication to be not more than ten days prior to the hearing, in a newspaper of general circulation in the area of the proposed redevelopment. Notice by mailing shall be given by depositing such notice in the United States mail by **certified mail** addressed to the person or persons in whose name the general taxes for the last preceding year were paid on each lot, block, tract, or parcel of land lying within the redevelopment project or redevelopment area which is to be subjected to the payment or payments in lieu of taxes and economic activity taxes pursuant to section 99.845. Such notice shall be **mailed not less than ten days** prior to the date set for the public hearing. In the event taxes for the last preceding year were not paid, the notice shall also be sent to the persons last listed on the tax rolls within the preceding three years as the owners of such property.

2. The notices issued pursuant to this section shall include the following:

- (1) The time and place of the public hearing;
- (2) The general boundaries of the proposed redevelopment area or redevelopment project by street location, where possible;
- (3) A statement that all interested persons shall be given an opportunity to be heard at the public hearing;
- (4) A description of the proposed redevelopment plan or redevelopment project and a location and time where the entire plan or project proposal may be reviewed by any interested party;
- (5) Such other matters as the commission may deem appropriate.

3. Not less than forty-five days prior to the date set for the public hearing, the commission shall give notice by mail as provided in subsection 1 of this section to all taxing districts from which taxable property is included in the redevelopment area, redevelopment project or redevelopment plan, and in addition to the other requirements pursuant to subsection 2 of this section, the notice shall include an invitation to each taxing district to submit comments to the commission concerning the subject matter of the hearing prior to the date of the hearing.

4. A copy of any and all hearing notices required by section 99.825 shall be submitted by the commission to the director of the department of economic development. Such submission of the copy of the hearing notice shall comply with the prior notice requirements pursuant to subsection 3 of this section.

(L. 1982 H.B. 1411 & 1587 § 5, A.L. 1991 H.B. 502, A.L. 1993 H.B. 566, A.L. 1997 2d Ex. Sess. S.B. 1)

Effective 12-23-97

Section 405.020. Purpose and Intent.

[R.O. 2008 §26-2; Ord. No. 1903 §1, 11-24-1997; Ord. No. 2091 §1, 11-27-2000]

A. This Chapter is adopted for the following purposes:

1. To protect, provide for and promote the public safety, health, convenience, comfort, morals, prosperity and general welfare **of the residents** of the City of Creve Coeur, Missouri.
2. To encourage **the most appropriate use of land, to conserve and enhance the value of property**, to provide adequate open spaces for light and air, to prevent undue concentration of population, to avoid excessive congestion of streets, to secure safety from fire, flood and other dangers **and to assist in the provision of adequate community utilities and facilities such as transportation**, water, sewage, **schools**, parks and other amenities in the City of Creve Coeur.
3. **To guide the future growth and further development of the City within the spirit and intent of the Comprehensive Plan** or current land use plan with variations requiring public disclosure and rational.
4. To protect and conserve the value of buildings and improvements and **to minimize the adverse impact of development on adjoining or nearby properties**.
5. **To establish a beneficial relationship between the uses of land and buildings and the public street system**; to require the proper location and design of streets and building lines; and to make adequate provision for pedestrian traffic circulation.
6. To encourage the wise use and management of natural resources; to provide adequate and safe recreational areas; to maintain the natural beauty and topography of the City and to ensure appropriate development with regard to these natural features; to minimize the pollution of air, ponds and streams; to ensure the adequacy of stormwater drainage and detention facilities.

....

Article III. Zoning District Regulations

Section 405.180. Establishment of Districts.

[R.O. 2008 §26-20; Ord. No. 1903 §1, 11-24-1997; Ord. No. 5057 §1, 9-4-2008]

The various zoning districts provided for in this Chapter are designed to fulfill the purpose and intent of the Chapter as described in Section 405.020 and further to restrict the location of uses and buildings designed for specific uses, to regulate and limit the height, location and size of buildings, to regulate and limit the intensity, improvement and use of lots and to regulate and determine the area of yards and other spaces within and surrounding buildings in a manner that will contribute to the orderly growth, quality of life and attractive appearance of the City of Creve Coeur. For the above purposes and to promote the public health, safety, morals and general welfare of the City of Creve Coeur, the following districts are hereby authorized:

- a. *Minimum front yard.* No building or structure shall be located closer than thirty (30) feet from the right-of-way. In the event that parking is to be located in front of a building or structure, said building or structure shall be set back a minimum of fifty (50) feet from the right-of-way. The provisions of Section ~~405.240~~ shall prevail if they are stricter than the requirements of this district. In every instance, the first ten (10) feet of the front yard setback from the right-of-way shall be provided with and maintained with landscaping including, but not limited to, deciduous street trees at regular intervals in accordance with the requirements of Section ~~405.540~~.
 - b. *Minimum side yard.* Ten (10) feet except when the building abuts a railroad right-of-way or siding. No side yard is required if the building abuts a railroad right-of-way or rail siding.
 - c. *Minimum rear yard.* Ten (10) feet except when the building abuts a railroad right-of-way or siding. No rear yard is required if the building abuts a railroad right-of-way or rail siding.
 - d. *Buffer yards.* Notwithstanding the provisions of Sections ~~405.380(E)(4)(b)~~ and ~~405.380(E)(4)(c)~~ above, any tract or site abutting or adjoining a residential zoning district shall provide a buffer yard of fifty (50) feet on all sides that abut or adjoin the single-family district. An additional two (2) feet of buffer yard shall be provided for every foot of building or structure height exceeding forty-five (45) feet. The buffer area resulting from these setback requirements shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.
- F. *General Requirements.*
- 1. *Off-street parking and loading.* See Article VII.
 - 2. *Environmental controls.* All site development shall conform with the environmental performance standards provided in Section ~~405.550~~ and with all other appropriate environmental controls including those relating to landscaping, tree conservation, flood hazard control and stormwater retention and erosion controls as provided in this Code.
 - 3. *Landscaping.* See Section ~~405.540~~.
 - 4. *Lighting.* See Section ~~405.680~~.
 - 5. *Signs.* See Article VIII.
- G. *Additional District Regulations.*
- 1. Reserved.
 - 2. Except for limited quarters for night watchmen, no structure shall be used for residential purposes.
 - 3. All business, services, storage, merchandise display and repairing and processing shall be conducted wholly within an enclosed building or within a fenced and screened exterior storage area, except for off-street automobile parking and off-street loading unless expressly permitted by a conditional use permit (see Section ~~405.1070~~).

Section 405.390. Planned Zoning Districts.

[R.O. 2008 §26-46.1 — 26-46.13; Ord. No. 5057 §2, 9-4-2008; Ord. No. 5134 §§1 — 3, 4-26-2010; Ord. No. 5165 §7, 12-13-2010; Ord. No. 5243 §4, 2-13-2012; Ord. No. 5300 §§16 — 17, 4-22-2013]

- A. *Definitions Of Terms.* Unless a contrary intention clearly appears, the following words and phrases shall have the meanings given in the following clauses for the purposes of this Section. Where a conflict arises between these definitions and those contained in Section ~~405.120~~, Definitions, the wording in this Section shall prevail only to the extent needed to interpret and enforce the regulations of this Section. Further, words and phrases which are not defined by this Section nor Section ~~405.120~~, Definitions, shall be given their usual meaning except where the context clearly indicates a different or specific meaning.

PLANNED ZONING DISTRICT

A designed grouping of varied and compatible land uses, such as housing, recreation, commercial centers and industrial parks, all within one (1) contained development or subdivision.

PREDOMINATELY NON-RESIDENTIAL

A descriptive phrase that applies to areas in which less than fifty percent (50%) of the adjoining land area (excluding streets) within five hundred (500) feet is developed as single-family residences, either detached or attached (the latter includes only stand-alone development of four (4) attached units or less).

PREDOMINATELY RESIDENTIAL OR INSTITUTIONAL

A descriptive phrase that applies to areas in which fifty percent (50%) or more of the adjoining land area (excluding streets) within five hundred (500) feet is developed as either:

1. Residential uses, or
2. Institutional uses consisting of non-profit or quasi-public uses, such as a religious institution, library, public or private school, hospital or government-owned or government-operated structure or land used for public purposes.

UTILITIES

All lines and facilities related to the provision, distribution, collection, transmission or disposal of water, storm and sanitary sewage, oil, gas, power, information, video, telecommunication and telephone.

- B. *Purpose.* The purpose of the Planned Zoning District is to allow innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges, promote well designed developments and encourage infill and redevelopment within the existing urban area. Through the flexibility of the Planned Zoning District, the City seeks to achieve the following objectives:

1. Fulfillment of the goals and objectives of the Comprehensive Plan;
2. Creation of a more desirable environment than would be possible through application of conventional City land use regulations;
3. Promotion of a creative approach to the use of land and related physical facilities resulting in better design and development including aesthetic amenities;
4. Combination and coordination of architectural styles, building forms and building relationships;
5. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, preferably by means of natural erosion control and stormwater control best management practices;
6. Use of design, landscape or architectural features consistent with the City's design guidelines; and
7. Mutually desired elimination of obsolete or deteriorated structures or incompatible uses through redevelopment.

- C. *Eligibility.* A development proposal shall be eligible for consideration under the planned zoning district process if the Zoning Administrator finds that it cannot be approved under any other Zoning District and that the applicant has provided credible evidence that the proposal is an appropriate implementation of the Comprehensive Plan due to the fulfillment of the purpose of this Section, the substantial incorporation of the design criteria for each the applicable district type identified in this Section 405.390 and the provision of a substantial tangible public benefit(s) to the City including, but not limited to, the following:

1. Provision of public or quasi-public parking facilities;
2. Provision of on-street and off-street pedestrian facilities linking surrounding business, office and residential uses;
3. Consolidation and/or elimination of overhead utility wires;

4. Inclusion of landscaped gardens, plazas or parks available for public use;
5. Provision of alternative street connections or the dedication of land for additional street right-of-way;
6. Fountains, statuary, public art;
7. Architectural distinction and significance that would make the building(s) noteworthy;
8. Extensive use of high quality building materials that would add to the assessed valuation of the structures.

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

D. *Relationship Of Planned Districts To Zoning Map.*

1. *A mapped district.* The planned zoning district designation shall not be attached to existing zoning districts as an overlay. The planned zoning districts, as detailed in this Section, are separate zoning districts and applied to a specific parcel or parcels of land following a public hearing and all other requirements of Section 405.1060 Zoning Changes and Text Amendments.
2. *Types of planned zoning districts.*
 - a. *Planned residential development (PRD).* A "planned residential development" shall mean a development on a plot of land, containing a limited mixture of uses and building types, which may include single-family houses, clustered housing, multi-family dwellings, open space and small service commercial (boutique style business uses) that complement the area. Although no particular combination of the aforementioned uses is predetermined, all applications for PRD zoning must contain a clear statement and placement of the specific uses within the district with the NAICS Designation from Table A. Note that no use which is listed as a conditional use in the Creve Coeur zoning ordinance shall be considered approved for a PRD unless it is expressly listed in the application and approved. Subsequent requests for additional conditional uses shall be treated as amendments to the zoning district and subject to all of the original approval criteria. The minimum gross area (includes floodplain areas) required for PRD is five (5.0) acres, composed of one (1) parcel or two (2) or more contiguous parcels of land.
Design criteria.
 - (1) Adjoining areas should be predominately residential or institutional.
 - (2) Housing densities may not exceed six (6) units per acre for new single-family residential nor thirty (30) units per acre for new multi-family residential. For the purpose of calculating density, acreage shall not include areas located in a 100-year floodplain.
[Ord. No. 5333 §1, 9-9-2013]
 - (3) Includes dwelling units (all types) subject to height and development and performance standards substantially similar to surrounding residential development. In addition, properties adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.
 - (4) The floor area ratio (FAR) shall not exceed six-tenths (0.6). However, where a proposed district includes pre-existing buildings that are found to otherwise satisfy the overall purpose and intent of this Chapter, the FAR may be waived so long as the building coverage does not exceed thirty-three percent (33%) of the site area and the sky exposure plane requirement is met.
[Ord. No. 5333 §2, 9-9-2013]
 - (5) Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of twenty-five (25) feet on all sides that abut the single-family development. The

buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.

- (6) No new residential building may be located closer than twenty (20) feet to any required buffer yard.
 - (7) No new commercial building may be located closer than forty (40) feet to any required buffer yard.
 - (8) Balances increased structure densities for the subject property with more cohesive and organized open space.
 - (9) Improves on, or provides for, efficient circulation patterns, access controls and screening of parking facilities.
 - (10) Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.
 - (11) Utilizes high-quality architectural design, placement, relationship and orientation of structures.
 - (12) Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section.
[Ord. No. 5381 §1, 7-14-2014]
 - (13) Provides effective landscaping or screening in or around the separate developments within the PRD.
 - (14) Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.
 - (15) Functionality and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with the surrounding development.
- b. *Planned commercial development (PCD)*. A "planned commercial development" shall mean a development on a plot of land containing a mixture of commercial, office, miscellaneous service activities and multi-family dwellings when acceptable to the area. The purpose of a PCD is to provide sites for the development of commercial retail and office uses in a manner which is attractive for such uses and compatible with surrounding neighborhoods. The PCD will also encourage the efficient use of land and resources, offer a mix of amenities for the populace of the area and promote greater efficiency in public and utility services. Although no particular combination of the aforementioned uses is predetermined, all applications for PCD zoning must contain a clear statement and placement of the specific uses within the district, with the NAICS Designation from Table A. Note that no use which is listed as a conditional use in the Creve Coeur zoning ordinance shall be considered approved for a PCD unless it is expressly listed in the application and approved. Subsequent requests for additional conditional uses shall be treated as amendments to the zoning district and subject to all of the original approval criteria. The minimum gross area (includes floodplain areas) required for PCD is three and one-half (3.5) acres, composed of one (1) parcel or two (2) or more contiguous parcels of land. In addition, a PCD may not be requested for properties described by the Central Business District land use plan.
- Design criteria.*
- (1) Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all access, not including emergency-use only driveways, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within the "LI" Light Industrial zoning district except that the project may also have cross access with an adjacent commercial property whose access is limited to only a major or minor arterial according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district.

- (2) Proposed development adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.
- (3) The floor area ratio (FAR) for new developments shall not exceed six-tenths (0.6). However, where a proposed district includes pre-existing buildings that are found to otherwise satisfy the overall purpose and intent of this Chapter, the FAR may be waived so long as the building coverage does not exceed forty percent (40%) of the site area and the sky exposure plane requirement is met.
- (4) Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of thirty-five (35) feet on all sides that abut the single-family development. The buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.
- (5) No new residential building may be located closer than fifteen (15) feet to any property line or any required buffer yard.
- (6) No new commercial building may be located closer than forty (40) feet to any required buffer yard.
- (7) Makes efficient use of parking and storage areas including cooperative parking facilities.
- (8) Provides for the more efficient provision of public and private utilities and facilities throughout the development area.
- (9) Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.
- (10) Incorporates pocket parks, small plazas and places for public art where appropriate.
- (11) Locates buildings in appropriate relation to sidewalks or public parks and plazas.
- (12) Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.
- (13) Allows for on-street parking and locates surface parking to the side and rear of buildings.
- (14) Utilizes high-quality architectural design, placement, relationship and orientation of structures.
- (15) Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section.
[Ord. No. 5381 §1, 7-14-2014]
- (16) Provides effective landscape or screening in or around the separate developments within the PCD.
- (17) Functionally and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with surrounding development.

E. *Submittal Requirements.* For a planned zoning district to be accepted for review, the application must be accompanied by a complete site development plan submitted in accordance with Section 405.1080 with the information listed below placed either on the plan or on a separate sheet accompanying the plan, unless otherwise approved by the Zoning Administrator.

1. All submissions to the City's Planning and Zoning Commission and City Council shall be properly sealed and signed by a licensed architect, professional engineer or land surveyor registered in the State of Missouri, as applicable, pursuant to laws and regulations established by the Missouri Board for Architects, Professional Engineers and Land Surveyors. An original seal, signature and print date shall

appear on each page of one (1) original submittal set as evidence that the submitted material was prepared under the direction of a licensed architect, professional engineer or land surveyor. All other submissions shall be copies of the original set.

2. Title block including name of the proposed project, name, address and phone number of preparers and project applicant or owner.
3. The location, dimensions and total area of the site.
4. The location, height, floor area, type of construction and intended use of each proposed building or structure.
5. Architectural elevations depicting size, shape and special design elements proposed as well as proposed exterior finish materials to be used.
6. A plan of the entire planned zoning district shall be drawn at a scale of 1" = 20' or larger bearing a minimum of two (2) surveyed points located in conformance with the Missouri Coordinate System ("State Plane Coordinates").
7. Two (2) cross sections at ninety degrees (90°) from each other through the proposed site and building(s).
8. The number, location and dimensions of parking spaces, surface lot or structures and loading docks, in relation to the applicable parking regulations in Article VII, with means of ingress and egress. Layout of physically disabled parking and accessibility shall be included.
9. The proposed traffic circulation pattern within the area of the development including the location and description of public improvements to be installed including any streets and access easements.
10. The location and purpose of any existing or proposed dedication, easement or right-of-way (public or private) within the boundaries of the site.
11. Location and dimensions of adjacent properties, abutting public rights-of-way and easements and utilities serving the site.
12. Location of existing and proposed sewage treatment, stormwater runoff collection and detention and preliminary stormwater runoff calculations (amount of detention required and provided).
13. Existing and proposed contour lines or elevations based on mean sea level datum at two (2) foot intervals and extending one hundred (100) feet beyond the property line.
14. Site coverage data in a percentage form (a ratio of non-impervious to impervious area).
15. Ratio of floor area to site area (FAR).
16. Location and height of all light poles and trash enclosures including detailed sketches or cut sheets.
17. The proposed treatment of open spaces including existing and proposed landscaping.
18. When the planned development is to be constructed in stages or units, a schedule for the development of stages or units stating the approximate beginning and completion time for each stage or unit.
19. Copies of any restrictive covenants that are to be recorded with respect to property in the proposed planned zoning district.
20. A narrative addressing each of the standards set forth in Section 405.390(F) Review Criteria and such additional standards, if any, as may be applicable under the specific provisions of these planned zoning district regulations. The statement shall explain specifically how the proposed planned zoning district relates to and meets each such standard.
21. A traffic impact analysis prepared by a Missouri registered traffic engineer depicting the project's impact on vehicular and pedestrian traffic.

F. *Review Criteria.* The Planning and Zoning Commission shall recommend to the City Council approval, approval with conditions or denial of a planned zoning district application primarily based upon satisfaction of Section 405.390(C), Eligibility and meeting the applicable design criteria in Section 405.390(D)(2), Types of Planned Zoning Districts. Supplemental to these items, every application shall also be reviewed for conformance with the standards set forth below:

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

G. *Review Procedure For A Planned Zoning District.*

1. *Finding of eligibility.* The Zoning Administrator shall make a written finding of eligibility under Section 405.390(C), Eligibility, within fifteen (15) days following submittal of a proposal by an applicant.
2. Following a positive finding of eligibility by the Zoning Administrator, an application for approval of a planned zoning district shall be reviewed and presented at a public hearing according to the procedures outlined in Section 405.1060.
3. Once approved by the City Council, the planned zoning district, including the associated site development plan, replaces all prior zoning regulations on the property and should be noted on the Zoning Map.
4. Any applicable time limitations shall be met, such as those pertaining to proposed wireless communications facilities and support structures under Section 67.5090 RSMo. et seq. and FCC Declaratory Ruling WT Docket No. 08-165, rel. 11-15-2009.^[1]

[Ord. No. 5381 §1 7-14-2014]

[1] Note: See also 47 U.S.C. 1455, 47 CFR 1.40001, FCC Report and Order, WT Docket No. 13-238 re. 10-21-2014.

H. *Conditions Of Approval.*

1. The City Council shall consider the same criteria as set forth for the Planning and Zoning Commission review (Section **405.390(F)**, Review Criteria) and may impose such conditions and limitations including, but not limited to, those recommended by the Planning and Zoning Commission, as may be necessary or appropriate to prevent or minimize adverse effects upon other property and improvements in the vicinity of the planned zoning district, upon the City as a whole or upon public facilities and services. These conditions may include, but are not limited to, conditions concerning use, construction, character, location, landscaping, screening, parking, maintenance, operational elements that would impact adjoining land uses and other matters relating to the purposes and objectives of these planned zoning district regulations. Such conditions shall be expressly set forth in the ordinance and depicted, as appropriate, on the associated site development plan authorizing the planned zoning district.
 2. The ordinance approving a planned zoning district shall contain a legal description of the subject property to the planned zoning district, all imposed conditions of approval and the site development plan. The ordinance and the approved development plan shall be recorded by the applicant in the office of County Recorder of Deeds. The applicant must present proof to the City of such recording before any permits may be issued.
 3. Following planned zoning district approval, the development plan, rather than any other provision of this Chapter, shall govern the use, parking, loading, sign, bulk, space and yard regulations applicable to the subject property and no use or development, other than temporary uses, shall be permitted within the area of the planned zoning district pursuant to the zoning district regulations otherwise applicable to such area.
- I. *Reapplication.* In the event the City Council denies an application for planned zoning district, no application for the same or substantially similar proposal will be accepted for a period of at least one (1) year from the date of denial by the City Council, unless the City Council affirmatively waives this restriction for good cause.
 - J. *Final Building, Construction And Site Improvement Plans.* Once a planned zoning district and its included site development plan receives final approval by the City Council, further review of the final building, construction and site improvement plans by the Planning and Zoning Commission or the City Council will not be required, provided those final plans are consistent with and in substantial conformance with the approved planned zoning district and its included site development plan.
 - K. *Building Permit Issuance.* A copy of the approved planned zoning district shall be retained in the records of the Department of Community Development and all building and occupancy permits issued by the City shall conform to the provisions of the approved planned zoning district.
 - L. *Violations.* Failure to comply with any of the conditions and/or provisions of an approved planned zoning district plan shall constitute a violation of this Chapter, punishable as provided in Section **405.1150** of this Chapter. The City may seek judicial remedies to compel compliance.
 - M. *Amendments.* No amendments shall be made in the construction, development or use permitted under a planned zoning district except as follows:
 1. *Minor amendments.* During build-out of the planned zoning district, the Zoning Administrator may authorize minor adjustments to the approved site development plan when such adjustments appear necessary in light of technical or engineering considerations and the project will remain in substantial conformance with the original approval.
 2. *Major amendments.* If the Zoning Administrator determines that the proposed amendment will result in a major change to the site development plan (not in substantial conformance with the original approval) or any change to the list of permitted uses, the matter shall be subject to review as a new application under the provisions of these planned zoning district regulations.

~~Section 405.400. through Section 405.440. (Reserved)~~

~~Article IV. Standards For Permitted, Accessory and Conditional Uses~~

October 20, 2017

Mr. Jason Jaggi
Director of Development
City of Creve Coeur, Missouri

Ms. Whitney Kelly, City Planner
City of Creve Coeur
Honorable Mayor and Council Members
Planning & Zoning Commission Members

RE: Letter to be included in P & Z and Council packets

Hello,

We purchased property in Creve Coeur over 20 years ago. We researched the area and were aware that HBE had an office building at the end of Mosley Road. The building and the employees have never been an issue. Traffic was slightly increased between the hours of 7:45-8:00 a.m., and from 5:00-5:15 p.m. The evening, nights and weekends were just as they are now – very peaceful with no issues.

I looked to Creve Coeur's website for information on rezoning. It states, "Most importantly, the proposed zoning must conform to the goals of the Comprehensive Plan...". I shifted my attention to the Plan dated March 2017. I found these points confirm my opposition to the rezoning and proposed hotel on the HBE property at 11318 Olive Boulevard.

- Strategy section – "Placemaking & Community Identity Creve Coeur will enhance its unique regional identity and develop an 18/7* community experience to become an even better place to live, shop, work and play!" *18/7 less-intense, suburban context. This is different from 24/7, which suggests a higher level of activity than would be appropriate for a community like Creve Coeur. (Hotel would be a 24/7/365 use.)
- Strategy 1.5: Preserve high-quality existing neighborhoods and community assets. (Hotel would be a detriment to existing neighborhoods and property values.)
- Strategy 1.8: Ensure that adjacent non-residential developments are compatible with each other. (Currently residential on three sides of proposed rezoning.)
- 2. Residential Development & Preservation Creve Coeur will preserve and evolve its high-quality residential development and stable property values...(Hotels are nuisances and most are placed along highways for that reason. With the new Holiday Inn being built north of Kohls, HBE's hotel may be unnecessary – then what? HBE suggested they would compete with other Creve Coeur Hotels. When checked, Marriott had a \$99 a night cost, but outside sale sites posted \$59. Not the high-end business we want abutting a residential area.)

- Strategy 2.8: Mitigate the impact of non-residential uses such as lighting, noise, and trash on residential uses where they are adjacent. (A hotel would do the exact opposite.)
- Strategy 2.9: Protect residential areas from negative encroachment of non-residential uses. (This proposal would encourage encroachment.)
- Strategy 6.4: Use environmental design, operations and management to reduce vehicular congestion on Olive Boulevard. (Hotel will add to congestion)
- Strategy 6.5: Manage traffic impacts in residential neighborhoods. (Proposal encourages traffic to use Mosley Road by directional signs on hotel property.)

If a hotel is an allowable use in CB/Core Business, then why is HBE requesting the rezoning change to PCD? (Section 405.390.C)

These reasons and many others prove that a hotel at the current HBE office building site is not compatible with the new Comprehensive Plan. Residents purchased their homes in good faith knowing that the office building was there. The homes purchased had stabilized property values. A hotel will bring in crime, noise, lighting issues, transient work force, traffic, and trash. CCPD confirmed 96 calls to another Creve Coeur hotel in 2 years. At what cost to tax payers and home owners? Any hotel tax collected would be used for increased Police, Fire and Ambulance calls.

The HBE application suggests that they will use signage to direct traffic to Mosley Road. This is a local street (as per Creve Coeur's Comprehensive Plan page 37). It is not an arterial or collector street and should not be used in this manner. The rezoning amendment should be denied based on these facts.

The traffic study (ordered by whom?) suggests that the hotel will not increase traffic, but check-in, check-out times are in peak traffic congestion times on Olive. How can it not? Based on Creve Coeur's Transportation and Movement (Comp Plan p. 37) "Congestion continues to be a problem in the City, especially along Olive Boulevard, Lindbergh Boulevard, New Ballas Road, and Ladue Road. This continues to be a primary source of quality of life concerns for residents and businesses in the City." The proposal will encourage more traffic on Olive and use Mosley Road as a conduit to Ladue Road.

And, "As a result, travel patterns are changing as drivers try to avoid congestion on Olive Boulevard at peak times. Some of this traffic diversion is affecting residents in adjacent neighborhoods."

We experienced what happens when traffic is shifted to Mosley Road during the Ladue Road shut down. The light at Olive and Mosley was backed up south to the curve and beyond. People were driving on the shoulder to get around the left turn line, cars were turning around in resident's driveways. East and Westbound Olive traffic blocked the intersection, sometimes allowing no movement when the Mosley light turned green. Is this what we want for our residents?

I understand that office buildings and businesses are experiencing a downturn, but rezoning this property will only hurt the neighborhoods and create more congestion in an area that is just not right for a project of this magnitude.

Please consider the Comprehensive Plan that Creve Coeur put into place to protect the City and residents -- VOTE NO on the proposed rezoning and hotel project.

Thank you,

Diana & Frank Sprich
417 North Mosley Road

**STATUTORY ZONING PROTEST PETITION TRIGGERING SUPER
MAJORITY**



THE
GODDARD SCHOOLSM
FOR EARLY CHILDHOOD DEVELOPMENT

The Goddard School, 11222 Olive Boulevard, Creve Coeur, MO 63141 | 314-677-1414 | GoddardSchool.com

Form for protest of Zoning Change (September 2017)

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 11222 Olive Blvd. Creve Coeur, MO 63141 do hereby protest the following zoning change from Core Business to Planned Commercial Development proposed for the property known by the address HBE Corporation, 11330 Olive Blvd. Creve Coeur, MO 631241.


Julie Bunton

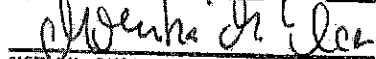
Playful Learning Properties LLC, The Goddard School

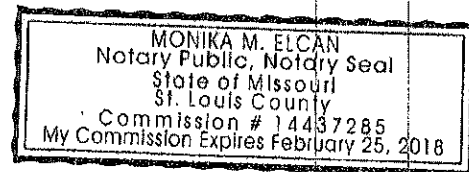
11222 Olive Blvd.

Creve Coeur, MO 63141

314-677-1414

SWORN TO AND SUBSCRIBED BEFORE ME
THIS 6th DAY OF Sept, A.D. 20 17


NOTARY PUBLIC STATE OF MISSOURI
MY COMMISSION EXPIRES Feb. 25th 2018
COUNTY OF St. Louis



Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owner of the property known by the address
709 Fairways Circle, Creve Coeur, MO 63141 does hereby protest the following zoning change FOR A
REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Lauren Nash Nung

NOTARY ACKNOWLEDGEMENT ATTACHED

Lauren Nash Nung
NOTARY PUBLIC STATE OF MISSOURI
MY COMMISSION EXPIRES 8-6-17
CITY OF ST. LOUIS, MISSOURI



SANDRA BURTON
My Commission Expires
August 6, 2019
St. Louis City
Commission #15176700

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
719 FAIRWAYS CIRCLE CREVE COEUR do hereby protest the following zoning change FOR A
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Elizabeth J. Mueller 9/8/17
Raymond J. Mueller 9/8/17

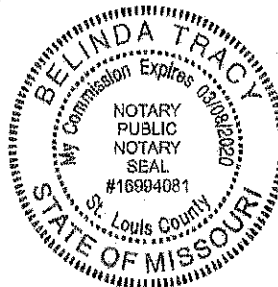
State of Missouri County of ST LOUIS (ss)On this 8th day of SEPTEMBER in the year 20 17

Before me, the undersigned notary public, personally appeared

Elizabeth J. Mueller and Raymond J. Mueller

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and
 acknowledged that he/she/they executed the same for the purposes therein contained. In witness
 whereof, I hereunto set my hand and official seal.

Belinda Tracy
 Notary Public



PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
1613 Fairways Circle do hereby protest the following zoning change FOR A
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Otilie Gruendt TRUST

Caroline Gruendt Trustee

NOTARY ACKNOWLEDGEMENT ATTACHED

Personally appeared, Caroline B. Gruendt.

THIS 5th DAY OF September A.D. 2017
Tonya Woods
 NOTARY PUBLIC STATE OF MISSOURI
 MY COMMISSION EXPIRES 1-18-21
 COUNTY OF St. Louis

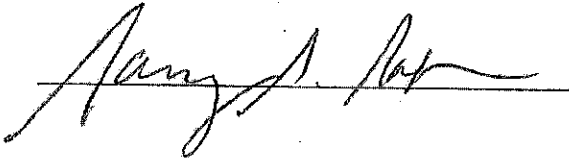


TONYA WOODS
 My Commission Expires
 January 18, 2021
 St. Charles County
 Commission #12407413

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Barry B. Roufa Living Trust 703 Fairways Cir
 Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
 do hereby protest the following zoning change FOR A
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.



NOTARY ACKNOWLEDGEMENT ATTACHED

SHOWN TO AND SUBSCRIBED BEFORE ME
 THIS 2 DAY OF SEPTEMBER A.D. 2017
 NOTARY PUBLIC STATE OF MISSOURI
 MY COMMISSION EXPIRES 7-13-2021
 COUNTY OF ST. LOUIS



JULIA SERRA
 My Commission Expires
 July 13, 2021
 St. Charles County
 Commission #17512375

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
655 FAIRWAYS CIRCLE do hereby protest the following zoning change FOR A
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

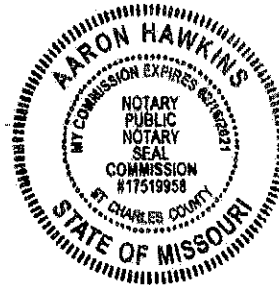
Steve Litwag

NOTARY ACKNOWLEDGEMENT ATTACHED

Subscribed and affirmed before me this 8th day of September,
 2017.

Notary: Aaron Hawkins

Aaron Hawkins



: PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 819 N. MOSLEY RD. do hereby protest the following zoning change PLANNED COMMERCIAL DEVELOPMENT (PCD) proposed for the property known by the address(es) HBE 11330 OLIVE BLVD.

Scott P. Shaw SCOTT P. SHAW 8-30-2017
Lorna A. Shaw LORNA A. SHAW 8-30-2017

ATTACH NOTARY ACKNOWLEDGMENT

Instructions: Signed and **notarized** form should be filed with City Clerk before final City Council vote on the zoning change.

Note: This form (or other equivalent document) should only be used by owners of property that would be rezoned by the proposed change or by owners of property that is within an area determined by lines drawn parallel to and one hundred eighty-five feet distant from the boundaries of the district proposed to be changed. All owners of a particular property should sign the form and such signatures should be properly **notarized**. If valid protests are timely submitted by owners of at least thirty percent of either of the areas of the land (exclusive of streets and alleys) included in the proposed zoning change or within the area determined by lines drawn parallel to and one hundred eighty-five feet distant from the boundaries of the district proposed to be changed, then a favorable vote of at least two-thirds of the City Council (6 out of the 8 members) will be required to approve the proposed change. A zoning protest is a legal document and the advice of an attorney may be appropriate prior to filing with City Clerk.

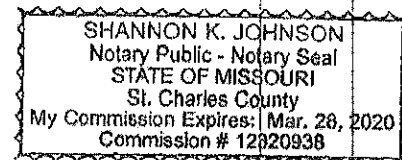
STATE OF MISSOURI

COUNTY OF ST. LOUIS

On this day of in the year of , before me, the undersigned Notary Public, personally appeared SCOTT P. SHAW AND LORNA A. SHAW, known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therein contained. In witness whereof, I hereunto set my hand and official seal.

Notary Public Shannon K. Johnson

My Commission Expiration Date: 03/28/2020

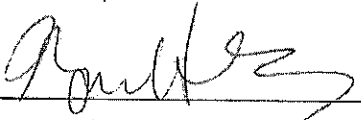
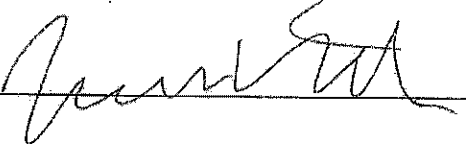


Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

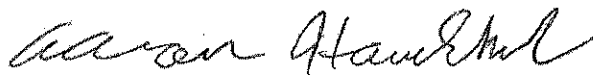
To: Mayor and City Council, City of Creve Coeur, Missouri

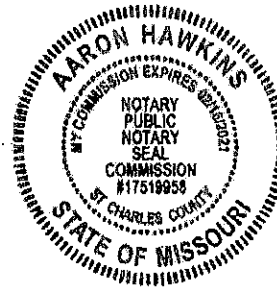
Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 723 FAIRWAYS CIR do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

NOTARY ACKNOWLEDGEMENT ATTACHED

*Subscribed and affirmed before me this 28th day
 of August, 2017.*

Aaron Hawkins




PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
715 FAIRWAYS CIRCLE do hereby protest the following zoning change FOR A
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Christopher Bansbach

BANSBACH CHRISTOPHER M EVAL JT

State of Missouri County of St. Louis (ss) ss
 On this 8th day of September in the year 2017

Before me, the undersigned notary public, personally appeared:

Christopher M Bansbach

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and
 acknowledged that he/she/they executed the same for the purposes therein contained. In witness
 whereof, I hereunto set my hand and official seal.

Sandra Burton

Notary Public



SANDRA BURTON
 My Commission Expires
 August 6, 2019
 St. Louis City
 Commission #15176700

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address __700 Fairways Circle, Creve Coeur, Mo__ do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Michael S Byrff
Helene Siegfried

NOTARY ACKNOWLEDGEMENT ATTACHED

ORDER TO ADD MISDEMEANOR REPORT #2
 THIS IS A COPY OF REPORT #2
 SANDRA BURTON
 NOTARY PUBLIC STATE OF MISSOURI
 MY COMMISSION EXPIRES 8-6-19
 COUNTY OF St. Louis, Missouri



SANDRA BURTON
 My Commission Expires
 August 6, 2019
 St. Louis City
 Commission #15176700

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 11237 Mastek Manor Ct do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11380 OLIVE BLVD.

George M. Horsford

Kristina Ann Horsford

State of Missouri County of St Louis (ss)

On this 18 day of September in the year 2017

Before me, the undersigned notary public, personally appeared

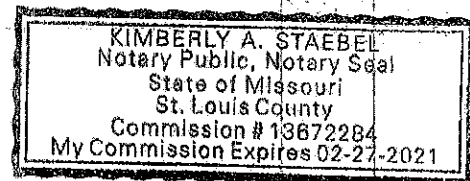
Kimberly A Staebel

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and

acknowledged that he/she/they executed the same for the purposes therein contained. In witness whereof, I hereunto set my hand and official seal.

Kimberly A Staebel

Notary Public



Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
11242 Mosley Manor Court do hereby protest the following zoning change FOR A
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Adam Littich 9/20/17

State of Missouri County of St Louis (ss)

On this 20th day of September in the year 20 17

Before me, the undersigned notary public, personally appeared

Adam Littich

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and
 acknowledged that he/she/they executed the same for the purposes therein contained. In witness
 whereof, I hereunto set my hand and official seal.

Christal Hayes

Notary Public

CHRISTAL HAYES
 Notary Public, Notary Seal
 Commission Number 14966118
 STATE OF MISSOURI
 ST. LOUIS County
 My Commission Expires: April 25, 2018

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

**PETITION BY NEARBY RESIDENTS OPPOSED TO PROPOSED
REDEVELOPMENT OF HBE PROPERTY**

We, the undersigned owners of property affected by the requested zoning change described in the HBE proposal at 11330 Olive Blvd, St. Louis, MO. 63141 to rezone do hereby protest any change which would rezone the property to any classification that allows the conversion of the property from office to hotel. We are specifically voicing our protest that would allow the conversion of the property from office space to hotel. This property directly adjoins residential property and we oppose any zoning that will increase the noise and traffic that would detrimentally affect the peaceful enjoyment of our homes. We also feel that any change in zoning of this property would negatively affect the value of our homes.

MICHAEL BARROSS

700 FARWAYS, 63141



Michael Barry

Shane Simpson

James D. Murphy

John P. Murphy

William F. Borking

Kathleen Robert

Ray Wessel

Cynthia Wessel

John Wessel

John Wessel

John Wessel

Brenda Wessel

David Wessel

John Wessel

CHAD STORER

John Storer

John Storer

John Storer

John Storer

John Storer

John Storer

John Storer

John Storer

624 Fairways Dr. 63141

624 Fairways Cir 63141

612 Fairways 63141

604 Fairways Cir 63141

601 Fairways Circle

11317 Fairways dr.

11317 Fairways dr.

11317 Fairways Dr.

534 Fairways Cir.

525 Fairways Circle

525 Fairways Circle

526 Fairways Circle

526 Fairways Circle

501 Fairways Circle

501 Fairways Circle

607 Fairways Circle

615 Fairways Circle

615 Fairways Circle

636 Fairways Circle

639 Fairways Circle

639 Fairways Circle

631 Fairways Circle

660 N. Maple

We, the undersigned owners of property affected by the requested zoning change described in the HBE proposal at 11330 Olive Blvd, St. Louis, MO. 63141 to rezone do hereby protest any change which would rezone the property to any classification that allows the conversion of the property from office to hotel. We are specifically voicing our protest that would allow the conversion of the property from office space to hotel. This property directly adjoins residential property and we oppose any zoning that will increase the noise and traffic that would detrimentally affect the peaceful enjoyment of our homes. We also feel that any change in zoning of this property would negatively affect the value of our homes.

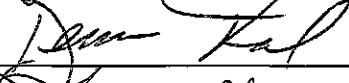
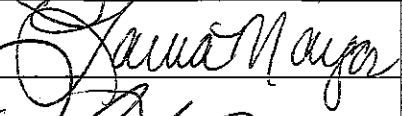
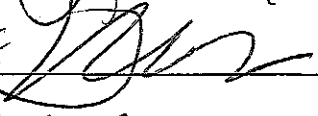
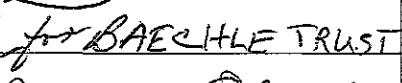
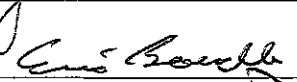
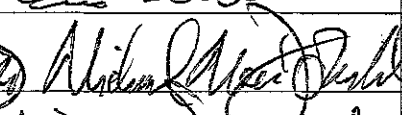
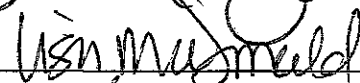
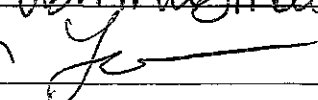
Joel Behan
 George Behan
 Jay Mohr
 Jay Mohr
 Jordan C Elmassian
 Victoria Elmassian
 Meirav Yung
 Biangho Tan
 Khul Elzooobi
 Zena Elzooobi
 Sue Ellen Krupp
 Raymond B. Muller
 Raymond B. Muller
 Allana Spruck
 Ray Spruck
 Ray Spruck
 Ray Spruck

641 N. Mosley Rd 63141
 641 N Mosley Rd 63141
 625 N Mosley Rd 63141
 625 N Mosley Rd 63141
 617 Mosley Road 63141
 862 N Mosley 63141
 554 N Mosley 63141
 554 N Mosley 63141
 7. Woodward Lane 63141
 616 N. Mosley Rd
 616 N. Mosley Rd
 632 N Mosley Rd.
 632 N Mosley Rd.
 11210 Still Lane 63141
 719 Fairway Circle 63141-7521
 719 Fairway Circle 63141
 417 N. Mosley Rd 63141
 417 N. Mosley Rd 63141
 417 N. Mosley Rd 63141
 422 N. Mosley Rd 63141

Creve Coeur Citizens Opposing Hotel Development and Rezoning

We, the undersigned property owners and residents, oppose the rezoning request for the HBE property located at the intersection of Olive and Mosley Roads in the city of Creve Coeur. We also protest the accompanying site development plan that would allow the conversion of the existing office building to a hotel and the construction of additional retail/restaurant buildings. In our judgment the proposed development would –

- substantially increase noise, traffic hazards and congestion
- adversely affect property values and the character of the surrounding neighborhoods
- cause safety concerns for nearby residents based on the nature of the operation
- overtax public utilities

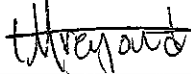
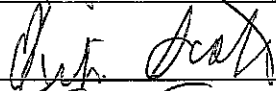
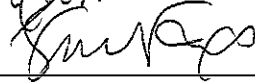
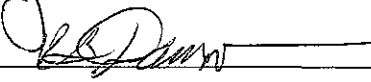
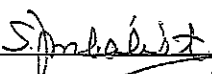
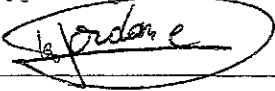
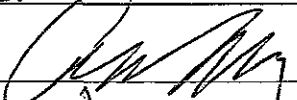
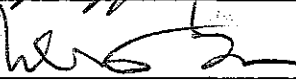
Printed Name	Signature	Address	Email	Date
Laura Fox		307 N Mosley Rd	lcooperfox@sbcglobal.net	
Dennis Fox		307 N Mosley Rd	denniswfox@sbcglobal.net	
Laura Margas		738 N. Mosley Rd	LMargas@aol.com	
Michael Margas		738 N. Mosley Road	MIKEMARGAS@gmail.com	
James Baechle for BAECHLE TRUST		726 Fairways Circle	DNOTE@SWBELL.NET	
Baechle Trust		726 Fairways Circle	Jim-B@swbell.net	
ERIC BAECHE		726 FAIRWAYS CIR.		
Michael McDonald		715 FAIRWAYS CIR 6314		10-17-17
Lisa McDonald		642 Fairways Cir 6314		10-17-17
Laurie Rehm		11311 Fairways Dr 6314	laurmuh@yahoo.com	

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

Creve Coeur Citizens Opposing Hotel Development and Rezoning

We, the undersigned property owners and residents, oppose the rezoning request for the HBE property located at the intersection of Olive and Mosley Roads in the city of Creve Coeur. We also protest the accompanying site development plan that would allow the conversion of the existing office building to a hotel and the construction of additional retail/restaurant buildings. In our judgment the proposed development would –

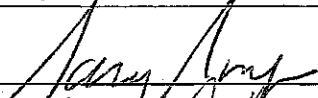
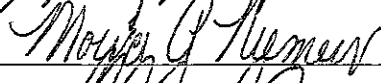
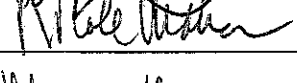
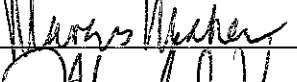
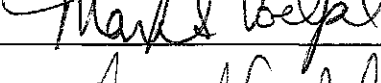
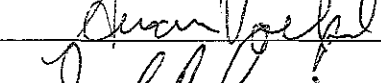
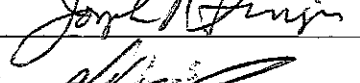
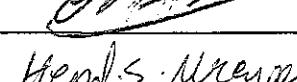
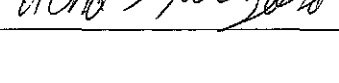
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Printed Name	Signature	Address	Email	Date
Hansa Mreyoud		11232 Mosley Farm Ct St. Louis, MO 63141	Kansamreyoud@yahoo.com	
Eileen Scott		609 N. Mosley Rd	escott168@gmail.com	
Victoria Fox		660 N. Mosely Rd.	vdalef@yahoo.com	
Yvonne Darrow		812 N Mosley Rd	ydarow@gmail.com	
Rick Darrow		812 N Mosley Rd	rsdarrow@icloud.com	
Shelly Zimbalist		28 Merwood Lane	Sor2@zimbalist.com	
JORDANE Elmassian		554 N Mosley Rd	jordane@elmassian.fr	
FRANCES GOULD		515 N Mosley	frangould@aol.com	
Elizabeth Marshall		123 N. Mosley Rd.	eamam@aol.com	
Corinne Manly		201 N. Mosley Rd	corimandmac.com	
Weigang Zhu		219 N Mosley Rd	WeigangZhu@hotmail.com	

Creve Coeur Citizens Opposing Hotel Development and Rezoning

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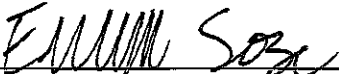
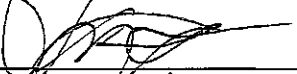
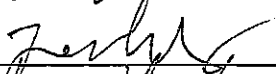
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Printed Name	Signature	Address	Email	Date
BARRY ROUBA		703 FAIRWAYS CIRCLE	redrouf@aol.com	10/13/17
MOIRA NIEMEIER		700 N MOSLEY RD	REN2MPN@gmail.com	10/14/17
ROBERT NIEMEIER		700 W. MOSLEY RD	BNIEHEIER@ALBAID-6	10/14
Sharon Sung		665 N Mosley Rd	SSUN SM@yahoo.com	
Nicole Maher		11223 Mosley Farm Ct	nmaher@sbcglobal.net	
Marans Maher		11223 Mosley Farm Ct	nmaher@sbcglobal.net	
MARK VOELPEL		11215 MOSLEY FARM CT	m.voelpel@subell.net	
Susan Voelpel		11215 Mosley Farm Ct.	—	
Joseph Simpson		11222 Mosley Farm	jsimpson@wustl.edu	
Nazim Meryoud		11232 Mosley Farm Ct		
Hend Meryoud		11232 Mosley Farm Ct		

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Printed Name	Signature	Address	Email	Date
Debra Wiens		10952 Janridge Ln	debraWiens@gmail.com	10/14/17
Linda Baides		1820 Leonida Ln	lindabaides18@gmail.com	10/14/17
Evelyn S.		4735 Monique Ave	esosa2@stlcc.edu	10/14/17
NURY VARGAS		4735 Monique Ave	→ ↓	10/14/17
FRAN RDZ.		11160 CLARISSA DR.		10/14/17
Gina Rothman		90 Aberdeen Pl	grotmanatchar.net	10/14/17
Jesús Martínez		204 N Mosley		10-14-17
Jenny Wang		219 N Mosley	—	
HAN'S Oberlander		647 Fairways Cir	—	10-14-17

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Printed Name	Signature	Address	Email	Date
Sarah Zartman	SACZ	27 Morwood Lane	szartman@mindspring.com	10/19/17
Rakesh Kaw	Rakesh Kaw	10910 Brooktrail Ct	r.kaw@hotmail.com	10/19/17
BARBRA HORN	Barbra Horn	11240 TURKIN	hornworks@gmail.com	10/19/17
PETER WEISS	Peter Weiss	11240 TURKIN DR.	WEISSWORKS@AOL.COM	10/19/17
REBECCA PEARLSTONE	Rebecca Pearlstone	11201 Tri Lane Dr.	rpearlstone@hotmail.com	10/19/17
MIKE BARZOTT	Mike Barzotti	700 FAIRWAY	M.S.BARZOTT@YAHOO.COM	10/19/17
Adam Littich	Adam Littich	11242 Mosley Manor Ct	adam241@gmail.com	10/19/17
Calvin Walke	Calvin Walke	55 Sun Valley Dr.	CSC52820@gmail.com	
Michelle Agrawal	Michelle Agrawal	11 Morwood Lane	MichelleAgrawal@gmail.com	10/19/17
Mike James	Mike James	834N Speede 63141	mjames834@ATT.NET	10/20/17
Kurt Lom	Kurt Lom	11035 Graesser Ln	Kurt.Lom@SVN.com	10/20/17

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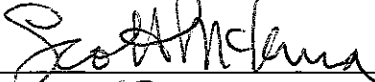
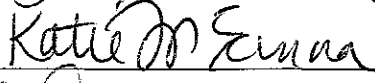
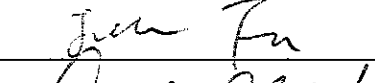
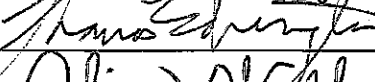
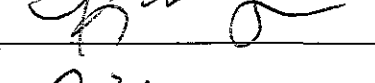
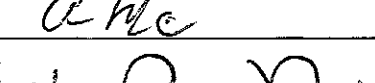
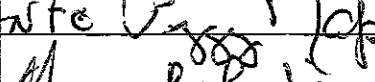
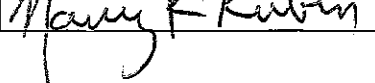
Printed Name	Signature	Address	Email	Date
RICHARD MEYER	Richard Meyer	11210 STILL LN, 63147	SMEYER/ORSNBELL.NET	10-13-17
Jennifer Johnson	Jennifer Johnson	11514 Craig Ct., 63146	Jjohnson.2009@yahoo.com	10-17-17
OLIVIA COX	Olivia Cox	2425 CANYON RD.	OLIVIA COX01@gmail.com	10-17-17
TIFFANY BROWN	T Brown cc	4258 E FAELIN 63115	teeplus2@outlook.com	10/17/17
Jessica Drier	Jessica Drier	12506 Marine Ave 63146	jndrier@gmail.com	10-17-17
Dillon Paul	Dillon Paul	3863 Blaine Ave, 63110	dilpaul93@gmail.com	10-17-17
GREG BUNTON	Greg Bunton	11222 OLIVE BLVD CREVE COEUR, MO	gregbunton3@gmail.com	10-17-17
Victoria Rosado	Victoria Rosado	1042 Art Hill Pl. 63139 FL #1	Victoria.rose.rosado@gmail.com	10-19-17
DEAN RIZKE	Dean Rizke	2026 Bellevue 63113	dr63108@gmail.com	10-19-17

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Printed Name	Signature	Address	Email	Date
Scott McKenna		805 Renee Lane	SPMcKenna57@GMail	10-22-17
Katie McKenna		805 Renee Lane	K8mckenna7@gmail.com	10-22-17
Amelia Morris		815 Renee Ln.	amelia-morris@Yahoo.com	10-22-17
JOHN FU		823 Renee Ln	2JFU@YAHOO.COM	10/22/17
Dusty Edington		827 Renee Ln.	dalyssa827@gmail.com	10/22/17
Thomas Edington		827 Renee Ln.	finebiochemist@gmail.com	10/22/17
Alisa Walker		839 Renee Ln	avonbyalisa@hotmail.com	10/22/17
Kristen Thurman		843 Renee Ln	pradel234@yahoo.com	10-22-17
Agnos M. McLAFFERTY		844 Renee Ln		10-22-17
TEGG NAPIENTO		806 Renee Lane		10-22-17
Nancy Rubin		1131 Savier Dr	nancy.r.rubin@gmail	10-22-17

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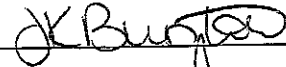
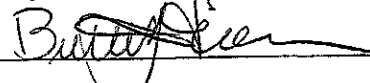
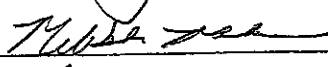
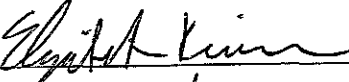
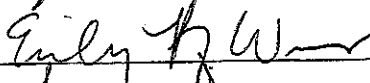
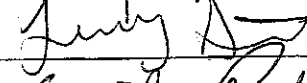
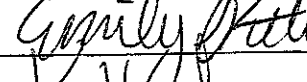
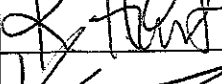
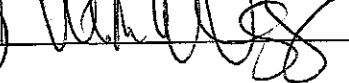
Printed Name	Signature	Address	Email	Date
RUTHY FALKER	<i>Ruthy Falker</i>	801 Renee Lane	ruthyfalker@bcglobe.net	10/22/17
JAMES VAN WEL	<i>James Van Wel</i>	11160 CLARISSA DR	jwelle@bcglobe.net	10/22/17
XIAOYAN FU	<i>Xiao Yan Fu</i>	11152 CLARISSA DR	fx110@yahoo.com	10/22/17
Zongying He	<i>Zongying He</i>	803 Phyllis Lane	Zongying_h@yahoo.com	10/22/17
Sandra Lucado	<i>Sandra Lucado</i>	804 Phyllis Lane	sannalucado@yahoo.com	10/22/17
Reginald Lucado	<i>Reginald Lucado</i>	804 Phyllis Lane	—	10/22/17
DOUGLAS ANDERSON	<i>Douglas Anderson</i>	820 Phyllis Lane	dfaksa81@gmail.com	10/22/17
Velma Rolan	<i>Velma Rolan</i>	1133 Clarissa		10-22-17

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Printed Name	Signature	Address	Email	Date
RICHARD MEYER		11210 STILL LN, 63147	SMEYER/DESWANELL.NET	10-13-17
Julie Bunton		11222 Olive Blvd, 63141	crevecoeurmo@GODDARDschools.com	10-13-17
Brittney Friedman		1545 Virginia Dr, 63011	brifi92@outlook.com	10-17-17
Melissa Morrison		3100 Railcar Bnd, 63301	MSM40392@gmail.com	10-17-17
Elizabeth Kiernan		480 Versailles Dr. 63031	erkiernan@gmail.com	10/17/17
Emily Weaver		15308 Country Ridge Dr. 63017	emilyrachaelweaver@gmail.com	10/17/17
Tracy Simon		3 Green Oaks Dr. 63132	Tracy.Simon436@gmail.com	10/17/17
Emily Pitti		4350 Humphrey Street 63116	pittie95@gmail.com	10-17-17
Kierrah Hunter		2793 Rottingdean DR 63083	Kiki.hun7@gmail.com	10-17-17
Kristyn Taylor		5056 Lakeriew Dr. Granite City, IL	Krtaylor@sive.edu	10-17-17
Melissa Quigg		2309 Weglen Pk 63116	conawaym@hotmail.com	10-17-17

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Printed Name	Signature	Address	Email	Date
Nadia Alul	Nadia Alul	241 S. Mosley Rd	nadia.alul@yahoo.co	10/20/17

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Printed Name	Signature	Address	Email	Date
RICHARD MEYER	Richard Meyer	11210 STILL LN, 63141	SMEYER/DESWAZEL.NET	10-13-17
Stacie Quin	Stacie Quin	4050 WEST PINE BND	S_quin@yahoo.com	10-17-17
Amanda Causey	Amanda Causey	2078 C Tavel Ct STL 63146	causeya87@gmail.com	10/17/17
Alicia Lacey	Alicia Lacey	2332 HALF MOON DR. APT. C. 63114	LaffyTaffy1234@aol.com	10/17/17
Marissa Finkbeiner	Marissa Finkbeiner	1028 RUE LA CHELLE 63141	marissamcclane@aol.com	10/17/17
Alissa Dymes	Alissa Dymes	2250 FIORA DAWN DR FIORISSANT, MO. 63031	alissamdyms@gmail.com	10/17/17
Grace Gruenbacher	Grace Gruenbacher	7906 Gannon Ave. University City, MO, 63130	grue1491@gmail.com	10/17/17
Rachel Schuer	Rachel Schuer	216 Falling Leaf Dr. St. Peters, MO 63376	rschuer3@gmail.com	10/17/17
Elizabeth Ryan	Elizabeth Ryan	11361 Briarhall circle, Maryland Hts, MO, 63043	elizabethlebuso@att.net	10/17/17
Tara Brown	Tara Brown	2723 W Tenneyson, St. Louis, MO 63114	tara.brown05@yahoo.com	10/17/17
Sara Lawrence	Sara Lawrence	1410 Heritage Lndg St. Charles, MO 63303	Sahila2@hotmail.com	10/17/17

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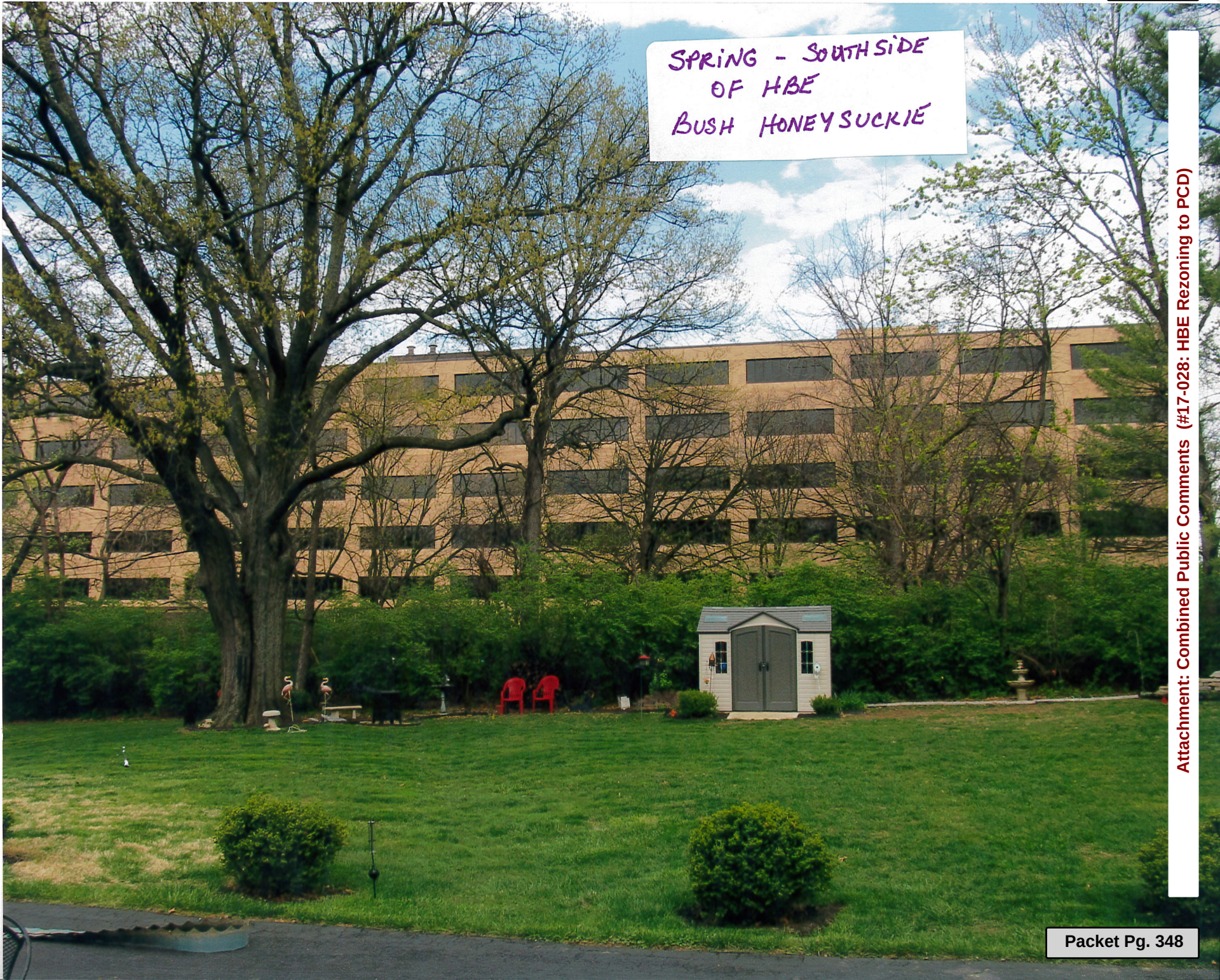
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Printed Name	Signature	Address	Email	Date

SPRING - SOUTH SIDE
OF HBE
BUSH HONEYSUCKLE





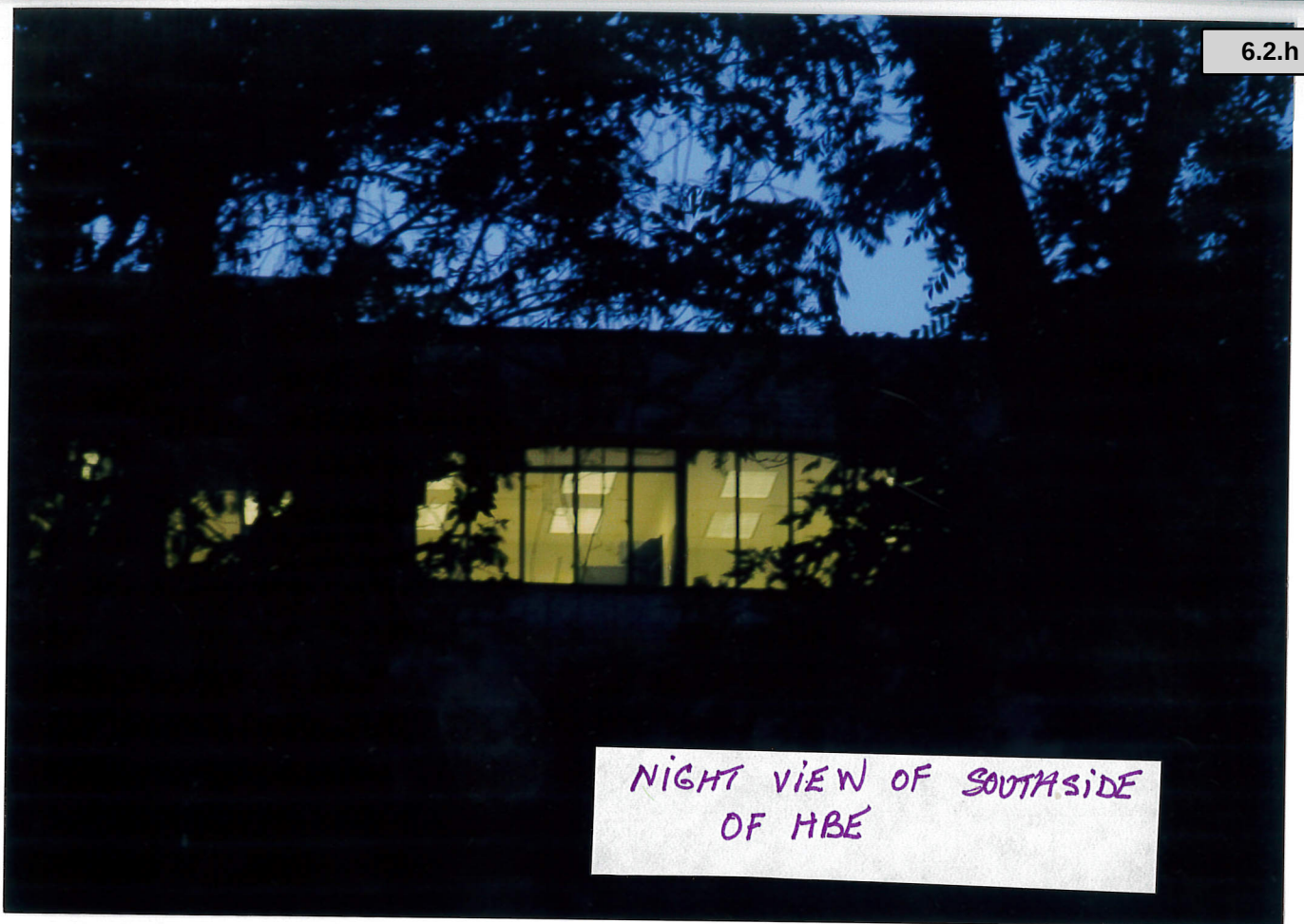
SOUTH SIDE OF HBE IN WINTER - DORMANT
BUSH HONEYSUCKLE



VIEW OF SOUTHSIDE OF HBE FROM RESIDENTIAL WINDOW

WINTER





NIGHT VIEW OF SOUTHSIDE
OF HBE



DIESEL FUEL AT BURM
ON SOUTHSIDE OF HBE

SOUTH SIDE - HBE
SUMMER



MATURE TREES ?
SOUTHSIDE HBE



6.2.h

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BUSH HONEY SUCKLE
SOUTHSIDE HBE - BURM

6.2.h



WESTBOUND TRAFFIC
OLIVE AT MOSLEY
5:30 PM WEEKDAY



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WEST BOUND TRAFFIC
OLIVE AT MOSLEY
5:30 PM WEEKDAY



Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

723 Fairways Cir



From: [jmmacd](#)

Ladies & Gentlemen:

I am writing to urge your opposition to requested rezoning of the HBE property located at 11330 Olive St. Rd. for hotel/retail/restaurant bar purposes for the following reasons:

1. **Property closely backs up directly to residential property** ... with no proposed sound barrier wall of significant height AND installation of a *complete* evergreen landscape barrier of fast growing, very tall white pines, Norway spruce and other varieties.
2. **Property lacks acceptable depth** ... proposed pool in rear of HBE building is *far too close* to neighboring residential property and will cause unacceptable noise nuisance. Currently, residence directly behind property regularly hear building maintenance personnel yelling and "carrying on" after hours, disturbing neighbors.
3. **Vacant retail property currently exists** in this direct Olive corridor...no further vacant property desired to add to "blighted" look of community
4. **Hotel visitors create a nuisance to community** and strain on police/fire/ambulance emergency services per testimony of Fairways resident & EMS technician, Rob Daus, at HBE September presentation meeting. A hotel would invite 10's of thousands of "strangers" to the community rather than maintain the regular occupants of the current office use of the building.
5. **Added congestion to Olive St. Rd.** – Findings of traffic study ordered by HBE owners are completely unfathomable ! The previous commercial office building traffic was limited to employees arriving at 8-9 am and leaving at 5-6 pm with extremely limited traffic or related activity/noise in the evening or on weekends. Come now a proposal for a 24/7/365 day/year hotel/retail/restaurant/bar use which would create continuous traffic in and out of the property at ALL hours of the day and night, EVERY day of the week from hotel guests, hotel visitors, hotel meeting attendants, hotel maintenance personnel, daily trash service, daily food service

and other suppliers, the added traffic of 4 additional retail units, as well as the comings and goings of a restaurant and bar facility, too ! No reasonably intelligent individual would ever guess this proposed use would do anything but increase the already congested traffic flow in the area. How many more stop lights do we want to put in the 1.5 miles east of Hwy 270? This building proposal would undoubtedly require an additional light to allow for the flow into/out of this property with such a use. From Craig to Mosley (less than 2/10ths of a mile) there would be 4 lights (and they are not very well synchronized as it is).

6. Hotel saturation. The direct area is already supported by 3 sizeable hotels (all of which are in commercial areas, by the way) with a 4th hotel proposed adjacent to the 270/Olive intersection.....a 5th hotel is NOT necessary....we don't even have any area attractions to support additional hotels that aren't currently served by existing Creve Coeur hotels and the significant number of hotel/motels in the Westport area, as well. What do we want Creve Coeur to look like ????

7. Tax generation. If the building continues to be used as commercial office space, it will continue to generate substantial real estate and income taxes to support the Creve Coeur community without the need to contribute to the unrest and nuisance of the community.

Current zoning laws do not allow for such a use *for a reason*. To allow them to make their own little subset of rules for this plot of ground goes against what has been considered for and designed by the City thus far for the area. I respectfully ask you to consider these needs and interests of the community and deny any zoning request allowing for a hotel facility.

Most sincerely,

XXX Fairways Circle, St. Louis, MO 63141

Creve Coeur City Council Members

- Barry Glantz - Mayor bglantz@crevecoeurmo.gov
- Alexis Travers - Ward 1 atravers@crevecoeurmo.gov
- James Faron - Ward 1 jfaron@crevecoeurmo.gov
- Ellen Lawrence - Ward 2 elawrence@crevecoeurmo.gov
- Ted Ruzicka - Ward 2 truzicka@crevecoeurmo.gov
- Charlotte D'Alfonso - Ward 3 cdalfonso@crevecoeurmo.gov
- Robert Hoffman - Ward 3 rhoffman@crevecoeurmo.gov
- Scott Saunders - Ward 4 ssaunders@crevecoeurmo.gov
- Sue Baseley - Ward 4 sbaseley@crevecoeurmo.gov
- Jjaggi@crevecoeurmo.gov

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

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

www.creve-coeur.org



Whitney Kelly <wkelly@crevecoeurmo.gov>

synchro 9

1 message

A.James Wang <ajwang@hotmail.com>

Tue, Oct 24, 2017 at 11:12 AM

To: Whitney Kelly <wkelly@crevecoeurmo.gov>, Elizabeth Kistner <bethkistner@gmail.com>, Carl Lumley <CLumley@chgolaw.com>, Mayor Council <mayor-council@crevecoeurmo.gov>, Mark Perkins <mperkins@crevecoeurmo.gov>

<https://www.youtube.com/watch?v=H7Teu7hp3Oo>



PM Simulation synchro 9

www.youtube.com

made with ezvid, free download at <http://ezvid.com>

The applicant's traffic study used this Synchro 9 software extensively in their analysis. This visual simulation is one of the functions it is capable of. Would sure be very helpful in visualizing what the study principals are talking about instead of confusing terms like "LOS" and "v/c". Surely, locals here can see the simulation of the baseline and decide for themselves whether it resembles what they experience. I can even provide actual drone video for comparison.

I am puzzled as to why the study used for its baseline, the trip generations based on "local medical office". A medical office building generates far more traffic than a regular office that does not interact with the public. It seems like the baseline traffic flow is being artificially projected on the high side so as to conclude that there is no significant change in traffic flow. \

I dispute the finding that the LOS for the northbound approach to the Mosley light is a B and that there is excess capacity. Even more perplexing is the conclusion that there will be less than an additional second during all peak periods. And despite the recommendation of signage in the parking lot directing westbound traffic to the Mosley light.

I believe it is imperative for HBE to provide cross access to the retail property on the immediate west. Their second parking row would be perfect as the elevation matches with just a separating berm. I know of other successful cross access stories that have been more difficult such as [555 North New Ballas](#). In the HBE instance, it calls for just the removal of the grassy knoll that separates the bank from the applicant's stand alone restaurant building . The proposed restaurant is set at the very northwest corner of the lot making it closer to the neighboring retail building than

to the hotel itself. The proximity of the restaurant to the Larson Investments property (bank, Per Wei, etc) retail building is likely to cause confusion. Restaurant customers might drive into the Larson property instead of the hotel property.

The traffic study group has indicated that they already have done a traffic study for Wolff Properties. They should be able to model how the Mosley traffic light would be affected if the Olive westbound traffic from the proposed hotel is shunted through the cross access.

Even though there is no formal requirement for cross access, the city has been highly effective in inducing commercial property owners to reach this un-codified goal. This should be one of the concessions the applicant should make otherwise the requested zoning change should be denied as it is within the board's discretionary power. The applicant is using the PCD as a convenient way to subvert the staid requirements of general commercial zoning code.

Thank you,

A.J. Wang

544 Fairways Circle

St. Louis, MO 63141

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

October 25, 2017

Mr. Jason Jaggi

Director of Development

City of Creve Coeur, Missouri

Ms. Whitney Kelly, City Planner

City of Creve Coeur, Missouri

Honorable Mayor and Council Members

Planning and Zoning Commission Members

Re: Application #17-028 and #17-029

I am requesting the Planning and Zoning members deny the above requested rezoning for the reasons which I will outline in this letter. After the meeting 10/23/2017 the matter was continued which allows time for additional comments to be considered. Therefore I am requesting that you include this letter in the minutes from the meeting on 10/23/2017 and make it part of the official record.

When possible I will refer to the Creve Coeur Comprehensive Plan 2030 as CP2030 throughout the body of this letter for obvious reasons.

The CP2030 “provides specific recommendations, actions, and regulatory code updates to facilitate ongoing incremental implementation.” The document is designed to “supersede(s) all land use plans previously adopted by the city.” The purpose is to specify future plans for zoning, design guidelines, traffic programs, storm water etc.

It becomes apparent after reading the CP2030 that the City has many assets. These assets have to be managed for the betterment of all concerned, yet make sure all of us have a clear path to achieve the maximum benefit and protection for all.

The CP clearly states that the city appears to have an overbuilt situation when it comes to Class A office space. The CP states the city has close to 255,000 square feet of vacant space and another 1,306,000 square feet of vacant class B office space and plus or minus a 19% overall vacancy rate. Hence the reason HBE does not wish to update his current building; retail rents are not going to give HBE the return on investment they feel is acceptable. The problem is this project fails to meet the criteria stated in the CP. The project also fails to meet several of the criteria under section 405.390 Planned Commercial Development.

According to the CP the Creve Coeur community is mostly made up of secluded residential areas with lots of “heavy tree canopies” with approximately 75% of the city devoted to single family areas. The make-up has not changed for the last 45 years. Does the area need another hotel so far away from the

I270 corridor? The area along east Olive Blvd. consists of automobile and strip commercial properties with no unifying architectural styles. The site planning is fragmented, and the developments do not relate well to the street or one another. Future development needs to be more dynamic and feature more visually attractive buildings. The HBE proposal is nothing more than a face lifted 40 year old building. The architect last night said that the building can only withstand an additional 10% lateral load how will you be able to make a visually unique and attractive building using less than top grade materials?

Traffic would seem to be the next area that this plan is not able to address properly. Currently the traffic on Olive is defined by vehicle origin and destination. More traffic on Olive originates from external sources; because of this the volume of cars on Olive has caused significant congestion on Olive. The traffic study presentation on 10/23/2017 enforced this point that Olive would be worse, and that she wasn't sure, but traffic on Mosley was still a problem but she didn't remember exact grade that was given in the study. Under the request #17-029 HBE wish's to keep the current curb cut on Mosley Road, "local" streets are not designed to handle additional traffic, due to these limitations there are few if any improvements that can be made to improve traffic flow.

Under the CP there are planned objectives that need to be met.

Plan objective strategy: 1.3 Improve the city's streetscapes. Does the HBE project satisfy this?

1.5 Preserves high quality neighborhoods?

1.8 Ensure adjacent non-residential and residential are compatible

1.9 Improve quality of new development

2.8 Mitigate impact of non-residential lighting, noise and trash on residential users where they are adjacent.

2.9 Protect residential areas from negative encroachment of non-residential uses.

3.4 Improve regional transportation and mobility on Olive

6.4 Reduce vehicular congestion on Olive

6.5 Manage traffic impacts in residential neighborhoods

6.7 Promote vehicular cross-access between commercial parking lots, facilitate shared parking, reduce access points along commercial thoroughfares.

7.7 Storm water and erosion problems related to public infrastructure, mitigate storm water runoff, use green infrastructure best management practices including bio swales, raingardens and native landscape restoration.(not bury it underground)

According to the CP the East Olive Corridor presents its own set of problems. Apparently current parking and landscaping requirements often dictate that existing buildings be rebuilt with less square footage than the original building to meet requirements.

Chapter 405

Section 405.390

Reasons I believe the HBE project fails to meet the provisions of the above Zoning Ordinance

The area is predominantly residential per the definition: A descriptive phrase that applies to areas in which 50% or more of the adjoining land (excluding streets) within 500 feet is developed as residential.

Page 4 paragraph b, the purpose of a PCD is to provide sites for development which are attractive and compatible with surrounding neighborhoods. HBE rezoning does not meet

All applications for PCD zoning must contain a clear statement and placement of the specific uses within the district. Neither of the two additional phases' for a restaurant or the mixed use building are specific as to when they will be built, the tenants, nor do they outline the construction.

b. 1 Adjoining areas must be predominantly non-residential. See attached map.

The project also fails to comply with sections b. 2, 3, 10, 14 and 17.

The last point I wish to make is contained in the application letter that was put into the P&Z packet. On packet page 194 the comments are "The applicant is not willing to work within the existing structure, or modify the site to remove the pre-existing site coverage. Therefore the only zoning option that would allow relief for those requirements is the PCD Planned Commercial District. I didn't know that if you aren't willing to work within the parameters set by the current codes that you could just demand the city rezone your project so you could move forward without regard to the CP.

I hope I have been able to convey to you clearly more than enough reasons why the requested Applications #17-028 and #17-029 should be rejected by all that I have addressed this letter to.

Thank you for your time and consideration in this matter.

Mr. & Mrs. Gene F. Sprich Jr.

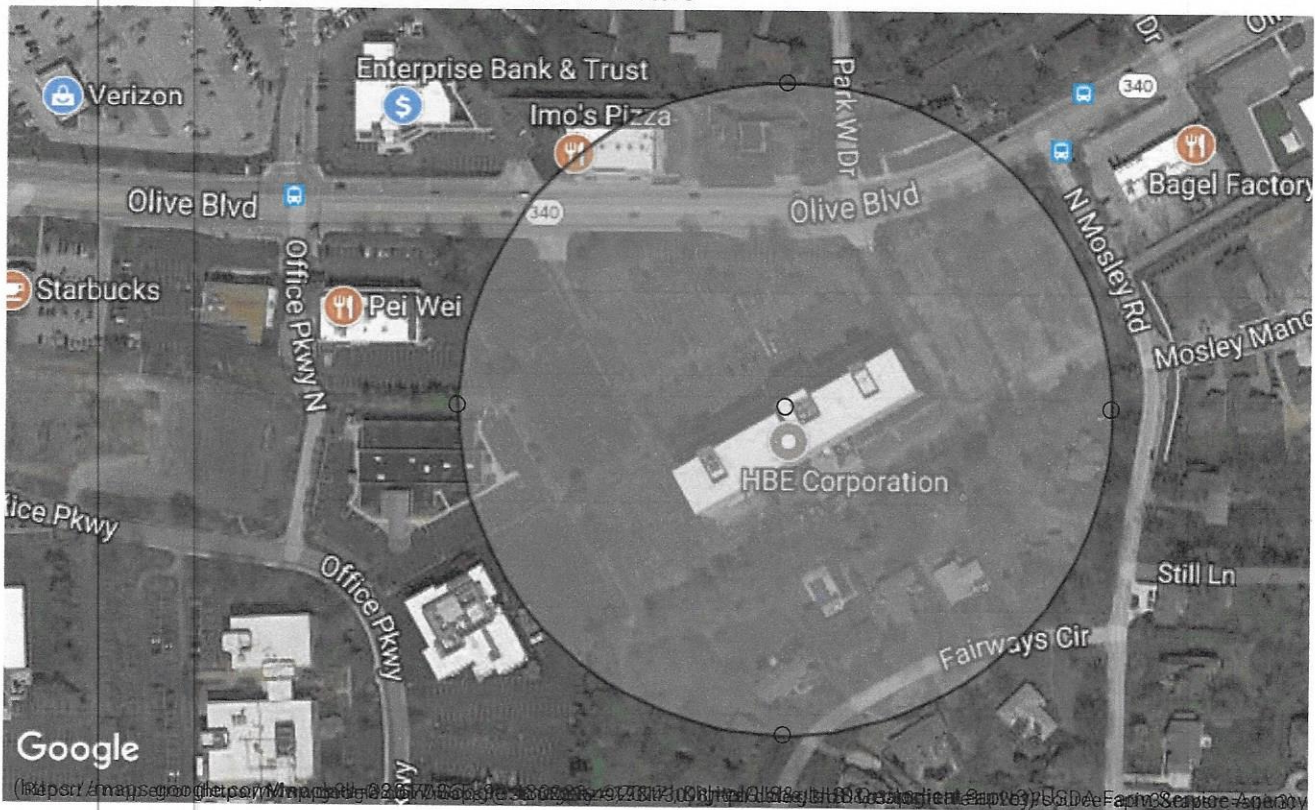
417 N. Mosley Rd.

Saint Louis, MO. 63141

Draw a circle

Address	Radius	
11318 olive blvd saint louis missouri	500.00	Feet
Circle	Border	☐ Only Show Border
AAAAAA	000000	
Zoom to Address	New Circle	Edit Circle
Remove Circle		

Position: 38.670365,-90.430980 Radius: 152.40 Meters



Return to this radius map here, just save this link

<https://www.mapdevelopers.com/draw-circle-tool.php?circles=%5B%5B152.4%2C38.6703649%2C-90.43098%2C%22%23AAAAAA%22%2C%22%23000000%22%2C0.4%5D%5D>

Create Multiple Radius Circles?

You can use this tool to add as many radius circles to the map as you want. This allows you to find out where they intersect, and what areas are not within the radius of any of your locations.

City of Creve Coeur, MO
Tuesday, October 24, 2017

Chapter 405. Zoning Ordinance

Article III. Zoning District Regulations

Section 405.390. Planned Zoning Districts.

[R.O. 2008 §26-46.1 — 26-46.13; Ord. No. 5057 §2, 9-4-2008; Ord. No. 5134 §§1 — 3, 4-26-2010; Ord. No. 5165 §7, 12-13-2010; Ord. No. 5243 §4, 2-13-2012; Ord. No. 5300 §§16 — 17, 4-22-2013]

- A. *Definitions Of Terms.* Unless a contrary intention clearly appears, the following words and phrases shall have the meanings given in the following clauses for the purposes of this Section. Where a conflict arises between these definitions and those contained in Section **405.120**, Definitions, the wording in this Section shall prevail only to the extent needed to interpret and enforce the regulations of this Section. Further, words and phrases which are not defined by this Section nor Section **405.120**, Definitions, shall be given their usual meaning except where the context clearly indicates a different or specific meaning.

PLANNED ZONING DISTRICT

A designed grouping of varied and compatible land uses, such as housing, recreation, commercial centers and industrial parks, all within one (1) contained development or subdivision.

PREDOMINATELY NON-RESIDENTIAL

A descriptive phrase that applies to areas in which less than fifty percent (50%) of the adjoining land area (excluding streets) within five hundred (500) feet is developed as single-family residences, either detached or attached (the latter includes only stand-alone development of four (4) attached units or less).

PREDOMINATELY RESIDENTIAL OR INSTITUTIONAL

A descriptive phrase that applies to areas in which fifty percent (50%) or more of the adjoining land area (excluding streets) within five hundred (500) feet is developed as either:

1. Residential uses, or
2. Institutional uses consisting of non-profit or quasi-public uses, such as a religious institution, library, public or private school, hospital or government-owned or government-operated structure or land used for public purposes.

UTILITIES

All lines and facilities related to the provision, distribution, collection, transmission or disposal of water, storm and sanitary sewage, oil, gas, power, information, video, telecommunication and telephone.

- B. *Purpose.* The purpose of the Planned Zoning District is to allow innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges,

- (7) No new commercial building may be located closer than forty (40) feet to any required buffer yard.
 - (8) Balances increased structure densities for the subject property with more cohesive and organized open space.
 - (9) Improves on, or provides for, efficient circulation patterns, access controls and screening of parking facilities.
 - (10) Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.
 - (11) Utilizes high-quality architectural design, placement, relationship and orientation of structures.
 - (12) Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section.
[Ord. No. 5381 §1, 7-14-2014]
 - (13) Provides effective landscaping or screening in or around the separate developments within the PRD.
 - (14) Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.
 - (15) Functionality and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with the surrounding development.
- b. *Planned commercial development (PCD).* A "planned commercial development" shall mean a development on a plot of land containing a mixture of commercial, office, miscellaneous service activities and multi-family dwellings when acceptable to the area. The purpose of a PCD is to provide sites for the development of commercial retail and office uses in a manner which is attractive for such uses and compatible with surrounding neighborhoods. The PCD will also encourage the efficient use of land and resources, offer a mix of amenities for the populace of the area and promote greater efficiency in public and utility services. Although no particular combination of the aforementioned uses is predetermined, all applications for PCD zoning must contain a clear statement and placement of the specific uses within the district, with the NAICS Designation from Table A. Note that no use which is listed as a conditional use in the Creve Coeur zoning ordinance shall be considered approved for a PCD unless it is expressly listed in the application and approved. Subsequent requests for additional conditional uses shall be treated as amendments to the zoning district and subject to all of the original approval criteria. The minimum gross area (includes floodplain areas) required for PCD is three and one-half (3.5) acres, composed of one (1) parcel or two (2) or more contiguous parcels of land. In addition, a PCD may not be requested for properties described by the Central Business District land use plan.
- Design criteria.*
- (1) Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all access, not including emergency-use only driveways, from Olive Boulevard, Lindbergh Boulevard, North New Ballas

Road or any street within the "LI" Light Industrial zoning district except that the project may also have cross access with an adjacent commercial property whose access is limited to only a major or minor arterial according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district.

- (2) Proposed development adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.
- (3) The floor area ratio (FAR) for new developments shall not exceed six-tenths (0.6). However, where a proposed district includes pre-existing buildings that are found to otherwise satisfy the overall purpose and intent of this Chapter, the FAR may be waived so long as the building coverage does not exceed forty percent (40%) of the site area and the sky exposure plane requirement is met.
- (4) Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of thirty-five (35) feet on all sides that abut the single-family development. The buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.
- (5) No new residential building may be located closer than fifteen (15) feet to any property line or any required buffer yard.
- (6) No new commercial building may be located closer than forty (40) feet to any required buffer yard.
- (7) Makes efficient use of parking and storage areas including cooperative parking facilities.
- (8) Provides for the more efficient provision of public and private utilities and facilities throughout the development area.
- (9) Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.
- (10) Incorporates pocket parks, small plazas and places for public art where appropriate.
- (11) Locates buildings in appropriate relation to sidewalks or public parks and plazas.
- (12) Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.
- (13) Allows for on-street parking and locates surface parking to the side and rear of buildings.
- (14) Utilizes high-quality architectural design, placement, relationship and orientation of structures.
- (15)

Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section.

[Ord. No. 5381 §1, 7-14-2014]

- (16) Provides effective landscape or screening in or around the separate developments within the PCD.
- (17) Functionally and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with surrounding development.

E. *Submittal Requirements.* For a planned zoning district to be accepted for review, the application must be accompanied by a complete site development plan submitted in accordance with Section 405.1080 with the information listed below placed either on the plan or on a separate sheet accompanying the plan, unless otherwise approved by the Zoning Administrator.

1. All submissions to the City's Planning and Zoning Commission and City Council shall be properly sealed and signed by a licensed architect, professional engineer or land surveyor registered in the State of Missouri, as applicable, pursuant to laws and regulations established by the Missouri Board for Architects, Professional Engineers and Land Surveyors. An original seal, signature and print date shall appear on each page of one (1) original submittal set as evidence that the submitted material was prepared under the direction of a licensed architect, professional engineer or land surveyor. All other submissions shall be copies of the original set.
2. Title block including name of the proposed project, name, address and phone number of preparers and project applicant or owner.
3. The location, dimensions and total area of the site.
4. The location, height, floor area, type of construction and intended use of each proposed building or structure.
5. Architectural elevations depicting size, shape and special design elements proposed as well as proposed exterior finish materials to be used.
6. A plan of the entire planned zoning district shall be drawn at a scale of 1" = 20' or larger bearing a minimum of two (2) surveyed points located in conformance with the Missouri Coordinate System ("State Plane Coordinates").
7. Two (2) cross sections at ninety degrees (90°) from each other through the proposed site and building(s).
8. The number, location and dimensions of parking spaces, surface lot or structures and loading docks, in relation to the applicable parking regulations in Article VII, with means of ingress and egress. Layout of physically disabled parking and accessibility shall be included.
9. The proposed traffic circulation pattern within the area of the development including the location and description of public improvements to be installed including any streets and access easements.
10. The location and purpose of any existing or proposed dedication, easement or right-of-way (public or private) within the boundaries of the site.



city of CREVE COEUR

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

APPLICATION TO PLANNING AND ZONING COMMISSION

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

FOR THE MEETING OF: October 23, 2017

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

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

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

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

**APPLICANT'S
REPRESENTATIVE:**

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

Key Issues:

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

Creve Coeur 2030 Comprehensive Plan References

- Mixed-Use (MU) District
- Design Guidelines

Zoning Code References

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



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

DATE: 10/17/2017

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

BACKGROUND

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

PROPOSED PROJECT

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

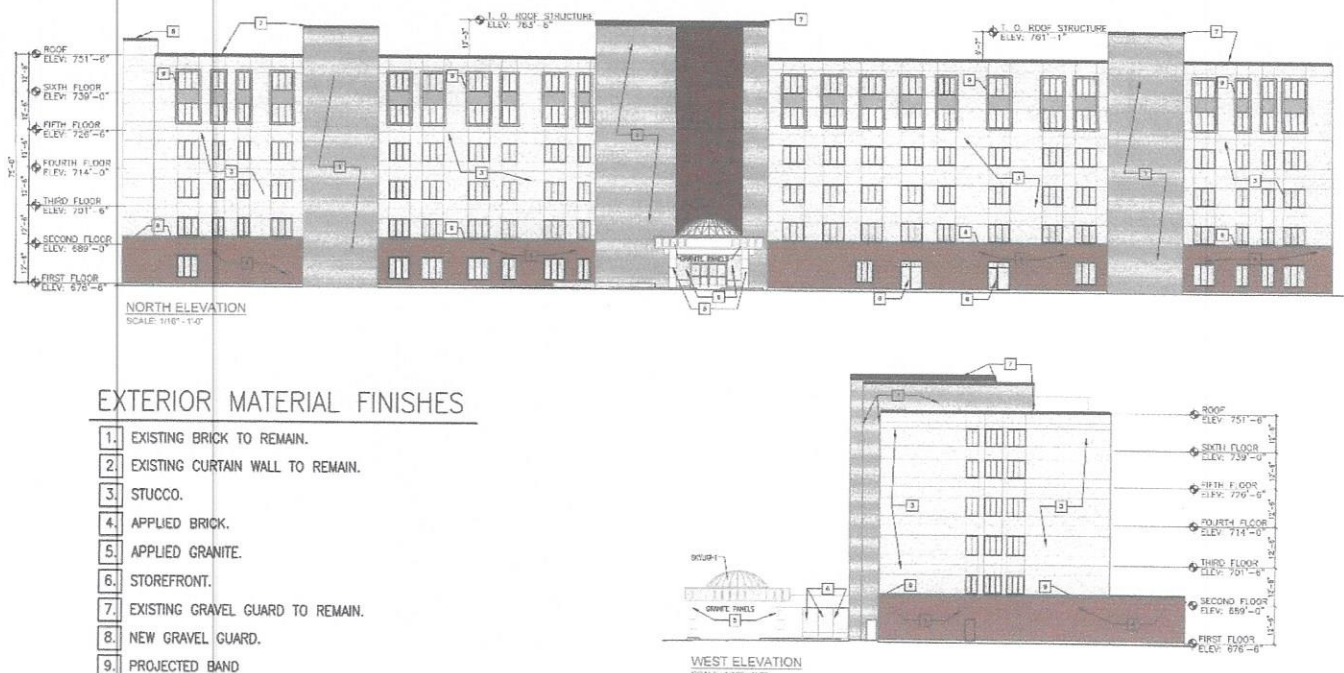


Figure 1: Close-up of the North and West Elevations from Sheet A3, with Exterior Materials indicated.

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

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



Jason Jaggi <jjaggi@crevecoeurmo.gov>

Opposition to proposed rezoning of HBE building for hotel

1 message

Suellen Meyer <smeyer10@swbell.net>

Sun, Oct 29, 2017 at 9:03 PM

To: Jjaggi@crevecoeurmo.gov

Cc: dbomkamp@sbcglobal.net

Jason, please send this message to all members of the P&Z Commission and the City Council and include it in the P & Z's, full Council's and Whitney Kelly, City Planner's packets.. Thank you. Suellen

HBE has requested rezoning of the existing office building site to build a hotel. We have many reservations about the location of the pool, the cladding of the building, traffic, and other issues, but they don't matter until the issue of rezoning itself is determined. This proposal does not merit rezoning.

First, it is not compatible with the residential neighborhood adjoining it. The adjacent neighbors have requested a solid masonry wall to protect their property from the noise and activity at the hotel. Importantly, Staff includes this request in their report and asks that if you find additional screening necessary, you provide guidance (page 13). If the proposed use were compatible with the existing neighborhood, there would be no need for the wall.

Second, the proposed zoning designation was conceived to make it possible for someone to offer Creve Coeur a transformative, dynamic project. This is not one. In fact, a representative of HBE told us at the neighborhood meeting that they couldn't fit the existing building into the current zoning criteria for a hotel in the CB district so they went looking through the regulations to find an area they could use and came up with PCD-Planned Commercial District. It's clear that they are uninterested in the proposed retail and restaurant: they have marked locations for them but there is no design work that would show how they relate to the hotel, much less create a dynamic integrated whole. We can only assume that they do not have a vision for the site beyond checking off the boxes that would make such a zoning change possible. Approving this project piecemeal would subvert the purpose of this zoning district.

As stated in the Staff Report introduction, "The purpose of the Planned Zoning District is to allow an innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges, promote well designed developments and encourage infill and redevelopment within the existing urban area." The only purpose this proposal meets is providing redevelopment and it does so at great cost to the neighborhood, both the residents and the nearby Goddard School. Thus, we encourage you to reject this request for rezoning.

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

Suellen and Richard Meyer

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

Robert E. Niemeier
700 North Mosley Road
Creve Coeur, Missouri 63141

Sent Via Electronic Mail

October 30, 2017

City of Creve Coeur
 300 North New Ballas Road
 Creve Coeur, MO 63141

Att: Members of the Planning and Zoning Commission
 Members of the City Council

Re: Planning & Zoning Applications 17-028 and 17-029
 Proposed Rezoning of 11330 Olive Boulevard Property

Gentlemen:

Please accept this correspondence as confirmation of my wife and my opposition to the proposed rezoning of the above referenced HBE property to permit its usage for a hotel. We have been residents at 700 North Mosley Road for 40-years and previously part of a very large group that opposed this same site being developed for a hotel in 1979 by this same owner for essentially the same reasons.

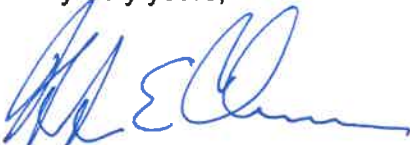
It is our view that a 24-hour per day / 7-day per week transient use, occupancy, and staffing of a hotel is not appropriate for this location and incompatible with a residential neighborhood. It statistically increases the opportunity for unlawful activity at the property and corresponding crime in the adjoining areas of single family homes and a school in the immediate area.

The safety and traffic impacts from an increased volume of transitory vehicles using the Mosley Road entrance to the property also needs to be prohibited, as this is a residential street versus a commercial intersection. This determination needs to be established based upon the current zoning regulations and what has been presented as the spirit of Creve Coeur's master plan for blending a long standing bedroom community of homes with commercial development consistent with the previously adopted business district concept.

As such this proposed project does not meet the criteria for creating a Special District for the purpose of unusual and dynamic projects; particularly evidenced by the economical make-over of an aging property for an ill-suited alternative usage that will require further variances to current regulatory requirements for construction.

Accordingly we urge you to vote no on Planning & Zoning Applications 17-028 and 17-029 and suggest that the city work with the owner to identify opportunities with other developers for a mixed use project that aptly reflects the spirit of Creve Coeur's master plan and provides greater benefit to its residents.

Very truly yours,



Robert E. Niemeier

cc: Jason Jaggi
 Whitney Kelly

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)



Whitney Kelly <wkelly@crevecoeurmo.gov>

To be included in the record

1 message

Carol Lippman <carollippman@sbcglobal.net>

Fri, Nov 3, 2017 at 9:10 AM

Reply-To: Carol Lippman <carollippman@sbcglobal.net>

To: "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>
 Cc: "bglantz@crevecoeurmo.gov" <bglantz@crevecoeurmo.gov>, "jfaron@crevecoeurmo.gov" <jfaron@crevecoeurmo.gov>, "elawrence@crevecoeurmo.gov" <elawrence@crevecoeurmo.gov>, "atravers@crevecoeurmo.gov" <atravers@crevecoeurmo.gov>, "truzicka@crevecoeurmo.gov" <truzicka@crevecoeurmo.gov>, "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "cdalfonso@crevecoeurmo.gov" <cdalfonso@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "sbaseley@crevecoeurmo.gov" <sbaseley@crevecoeurmo.gov>, "bkistner@crevecoeurmo.gov" <bkistner@crevecoeurmo.gov>, "grovak@crevecoeurmo.gov" <grovak@crevecoeurmo.gov>, "tcarney@crevecoeurmo.gov" <tcarney@crevecoeurmo.gov>, "hsilverman@crevecoeurmo.gov" <hsilverman@crevecoeurmo.gov>, "mschuh@crevecoeurmo.gov" <mschuh@crevecoeurmo.gov>, "mhall@crevecoeurmo.gov" <mhall@crevecoeurmo.gov>, "dmagruder@crevecoeurmo.gov" <dmagruder@crevecoeurmo.gov>

Good morning.

The purpose of this message is to strongly urge you to REJECT the HBE proposal for rezoning in order to build a hotel.

The infrastructure cannot support such a development. Furthermore, such a property would contribute to a deterioration of residential real estate values in Creve Coeur.

Three weeks ago we moved to Mosley Manor Court from the Briarcliff Condominiums. A key reason for our move was the construction of the six-building apartment complex on what had been Hamilton Church's property. In the proposal stage, we residents were told that this would be one building, not six. Old Olive Blvd. cannot accommodate the traffic of such a densely populated complex.

Recently we have read that Waterway Car Wash is requesting to relocate to the corner of Graeser and Olive, after having been happy at its current Old Olive location for decades. Our guess is that the traffic on Old Olive is having a negative effect on their business, even though those apartments appear to be only partially occupied. Yet, it is now difficult to make right turns in and out of Waterway; left turns are nearly impossible throughout much of the day.

As you well know, decisions have consequences. We realize that a city must consider and balance revenue generation with many other factors. But please consider the fact that Mosley Road has extreme curves. When driving from Olive down Mosley, to turn left onto Mosley Manor Court, it is necessary to inch forward and carefully look to make sure that no cars are coming around the curve from the south. These roads cannot support more traffic, without significant expenditures to widen and straighten the roads. Such expenditures (and disruptions) would likely significantly outpace revenues that such a hotel might generate.

We purchased this beautiful, Benton Homes, newly-built home in hopes of living peacefully here for 20-30 years. Please don't make us regret this decision. Please REJECT the HBE rezoning proposal and do not allow the plans for building a hotel to go forward.

Thank you very much.

Sincerely,

Carol M. Lippman
 Teri G. Merchant
 11226 Mosley Manor Court
 Creve Coeur, MO 63141

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

11/3/2017

Creve Coeur Mail - To be included in the record

6.2.h

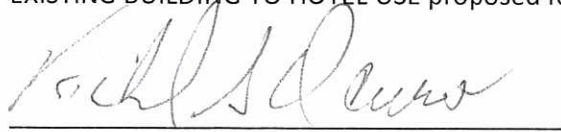
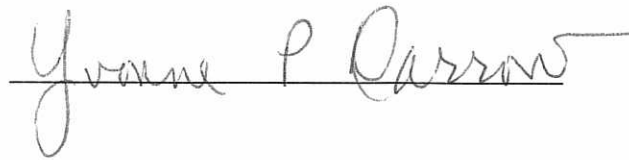
wkelly@crevecoeurmo.gov

Attachment: Combined Public Comments (#17-028: HBE Rezoning to PCD)

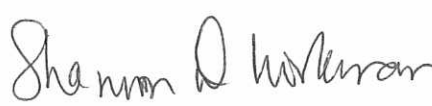
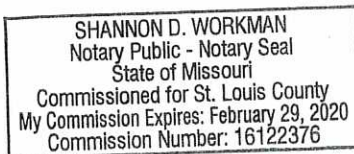
PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
812 N Mosley Rd do hereby protest the following zoning change FOR A
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

NOTARY ACKNOWLEDGEMENT ATTACHED

 9/13/2017


RECEIVED
 SEP 14 2017
 PLANNING DEPT.

Attachment: Combined Protest Petition (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owner of the property known by the address

709 Fairways Circle, Creve Coeur, MO 63141 does hereby protest the following zoning change FOR A
REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Lauren Nash Menz

NOTARY ACKNOWLEDGEMENT ATTACHED

Lauren Nash Menz
 NOTARY PUBLIC STATE OF MISSOURI
 MY COMMISSION EXPIRES *8-6-17*
 CITY OF *St. Louis, Missouri*



SANDRA BURTON
 My Commission Expires
 August 6, 2019
 St. Louis City
 Commission #15176700



THE
GODDARD SCHOOLSM
FOR EARLY CHILDHOOD DEVELOPMENT

The Goddard School, 11222 Olive Boulevard, Creve Coeur, MO 63141 | 314-677-1414 | GoddardSchool.com

Form for protest of Zoning Change (September 2017)

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 11222 Olive Blvd. Creve Coeur, MO 63141 do hereby protest the following zoning change from Core Business to Planned Commercial Development proposed for the property known by the address HBE Corporation, 11330 Olive Blvd. Creve Coeur, MO 631241.


Julie Bunton

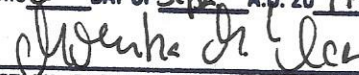
Playful Learning Properties LLC, The Goddard School

11222 Olive Blvd.

Creve Coeur, MO 63141

314-677-1414

SWORN TO AND SUBSCRIBED BEFORE ME
THIS 6th DAY OF Sept, A.D. 20 17


NOTARY PUBLIC STATE OF MISSOURI
MY COMMISSION EXPIRES Feb 25th 2018
COUNTY OF St. Louis

MONIKA M. ELCAN
Notary Public, Notary Seal
State of Missouri
St. Louis County
Commission # 14437285
My Commission Expires February 25, 2018

Attachment: Combined Protest Petition (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 719 FAIRWAYS CIRCLE CREVE COEUR MO do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Elizabeth J. Mueller 9/8/17
Raymond J. Mueller 9/8/17

State of Missouri County of ST LOUIS (ss)

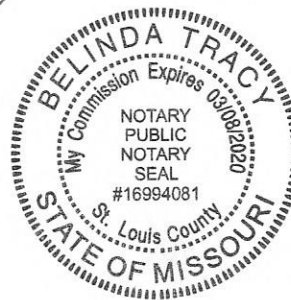
On this 8th day of SEPTEMBER in the year 20 17,

Before me, the undersigned notary public, personally appeared

Elizabeth J. Mueller and Raymond J. Mueller

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therein contained. In witness whereof, I hereunto set my hand and official seal.

Belinda Tracy
 Notary Public

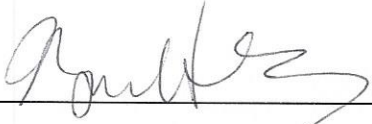
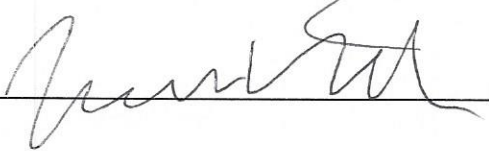


Attachment: Combined Protest Petition (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address **723 FAIRWAYS CIR** do hereby protest the following zoning change **FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE** proposed for the property known by the address **11330 OLIVE BLVD.**

NOTARY ACKNOWLEDGEMENT ATTACHED

*Subscribed and affirmed before me this 28th day
 of August, 2017.*

Aaron Hawkins




PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
1063 Fairways Circle do hereby protest the following zoning change FOR A
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

OTilie Gruendl Trust

Caroline Gruendl Trustee

NOTARY ACKNOWLEDGEMENT ATTACHED

Personally appeared, Caroline B. Gruendl.

THIS 5th DAY OF September A.D. 2017
Tonya Woods
 NOTARY PUBLIC STATE OF MISSOURI
 MY COMMISSION EXPIRES 1-18-21
 COUNTY OF St Louis

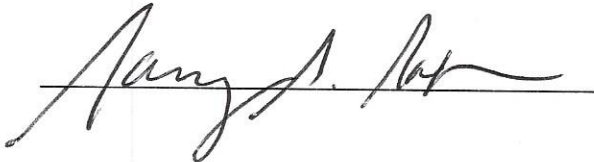


TONYA WOODS
 My Commission Expires
 January 18, 2021
 St. Charles County
 Commission #12407413

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Barry B. Roush Living Trust 703 Fairways Cir
 Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
 do hereby protest the following zoning change FOR A
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.



NOTARY ACKNOWLEDGEMENT ATTACHED

SHOWN TO AND SUBSCRIBED BEFORE ME
 THIS 2 DAY OF SEPTEMBER A.D. 2017
Julia Serra
 NOTARY PUBLIC STATE OF MISSOURI
 MY COMMISSION EXPIRES 7-13-2021
 COUNTY OF ST. LOUIS



JULIA SERRA
 My Commission Expires
 July 13, 2021
 St. Charles County
 Commission #17512375

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 655 FAIRWAYS CIRCLE do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Steve Liturg

NOTARY ACKNOWLEDGEMENT ATTACHED

Subscribed and affirmed before me this 8th day of September, 2017.

Notary: Aaron Hawkins

Aaron Hawkins



PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 819 N. MOSLEY RD. do hereby protest the following zoning change PLANNED COMMERCIAL DEVELOPMENT (PCD) proposed for the property known by the address(es) HBE 11330 OLIVE BLVD.

Scott P. Shaw SCOTT P. SHAW 8-30-2017
Lorna A. Shaw LORNA A. SHAW 8-30-2017

ATTACH NOTARY ACKNOWLEDGMENT

Instructions: Signed and **notarized** form should be filed with City Clerk before final City Council vote on the zoning change.

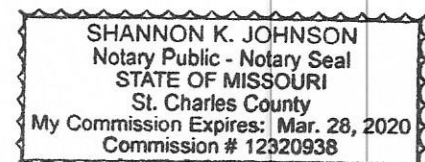
Note: This form (or other equivalent document) should only be used by owners of property that would be rezoned by the proposed change or by owners of property that is within an area determined by lines drawn parallel to and one hundred eighty-five feet distant from the boundaries of the district proposed to be changed. All owners of a particular property should sign the form and such signatures should be properly **notarized**. If valid protests are timely submitted by owners of at least thirty percent of either of the areas of the land (exclusive of streets and alleys) included in the proposed zoning change or within the area determined by lines drawn parallel to and one hundred eighty-five feet distant from the boundaries of the district proposed to be changed, then a favorable vote of at least two-thirds of the City Council (6 out of the 8 members) will be required to approve the proposed change. A zoning protest is a legal document and the advice of an attorney may be appropriate prior to filing with City Clerk.

STATE OF MISSOURI
 COUNTY OF ST. LOUIS

On this ____ day of _____ in the year of _____, before me, the undersigned Notary Public, personally appeared SCOTT P. SHAW AND LORNA A. SHAW known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therein contained. In witness whereof, I hereunto set my hand and official seal.

Notary Public Shannon K. Johnson

My Commission Expiration Date 03/28/2020



PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
715 FAIRWAYS CIRCLE do hereby protest the following zoning change FOR A
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Christopher Bansbach

BANSBACH CHRISTOPHER M ETAL JT

State of Missouri County of St. Louis (ss) 8
 On this 8th day of September in the year 20 17

Before me, the undersigned notary public, personally appeared

Christopher M Bansbach

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and
 acknowledged that he/she/they executed the same for the purposes therein contained. In witness
 whereof, I hereunto set my hand and official seal.

Sandra Burton

Notary Public



SANDRA BURTON
 My Commission Expires
 August 6, 2019
 St. Louis City
 Commission #15176700

Attachment: Combined Protest Petition (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 700 Fairways Circle, Creve Coeur, Mo do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Michael S Byrff
Helene Siegfried

NOTARY ACKNOWLEDGEMENT ATTACHED

WITNESSED TO AND SUBSCRIBED BEFORE ME
 THIS 24th DAY OF August, A.D. 20 17
Sandra
 NOTARY PUBLIC STATE OF MISSOURI
 MY COMMISSION EXPIRES 8-6-19
 COUNTY OF St. Louis, Missouri



SANDRA BURTON
 My Commission Expires
 August 6, 2019
 St. Louis City
 Commission #15176700

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 11237 Masky Manor Ct do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

George M. Honsford

KRISTINA ANN HANSFORD

State of Missouri County of St Louis (ss)

On this 18 day of September in the year 2017

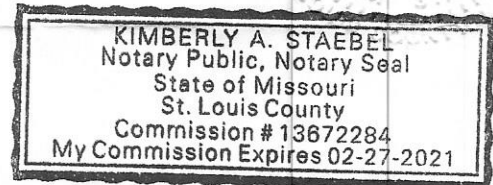
Before me, the undersigned notary public, personally appeared

Kimberly A Staebel

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therein contained. In witness whereof, I hereunto set my hand and official seal.

Kimberly A Staebel

Notary Public



Attachment: Combined Protest Petition (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 11242 Mosley Manor Court do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Adam Littich Adam Littich 9/20/17

State of Missouri County of St Louis (ss)

On this 20th day of September in the year 20 17

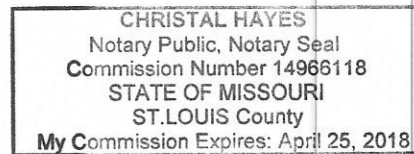
Before me, the undersigned notary public, personally appeared

Adam Littich

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therein contained. In witness whereof, I hereunto set my hand and official seal.

Christal Hayes

Notary Public



Attachment: Combined Protest Petition (#17-028: HBE Rezoning to PCD)



Jason Jaggi <jjaggi@crevecoeurmo.gov>

(no subject)

1 message

ellen lawrence <ellenblawrence@yahoo.com>

Tue, Aug 29, 2017 at 10:59 AM

To: Mike Barzoff <msbarz@yahoo.com>, Jason Jaggi <jjaggi@crevecoeurmo.gov>, Helene Siegfried <hmsiegfried@gmail.com>

Jason,

Mike asked that this e-mail be entered into the record for the upcoming P&Z meeting related to the HBE development.

Thanks!

Ellen Lawrence

On Tuesday, August 29, 2017, 10:17:14 AM CDT, Mike Barzoff <msbarz@yahoo.com> wrote:

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address __700 Fairways Circle__ do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Michael Barzoff

Helen Siegfried

Attachment: Combined Protest Petition (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owner of the property known by the address

709 Fairways Circle, Creve Coeur, MO 63141 does hereby protest the following zoning change FOR A
REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Lauren Nash Henry

NOTARY ACKNOWLEDGEMENT ATTACHED

WITNESSED TO AND SUBSCRIBED BEFORE ME
THIS 30th DAY OF August, 2017
Sandra Burton
NOTARY PUBLIC STATE OF MISSOURI
MY COMMISSION EXPIRES 8-6-17
COUNTY OF St. Louis, Missouri



SANDRA BURTON
My Commission Expires
August 6, 2019
St. Louis City
Commission #15176700

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 623 Fairways Circle do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Robert Daus

Robert Daus

STATE OF MISSOURI

COUNTY OF St. Louis

On this 8th day of September in the year 2017, before me, the undersigned notary public, personally appeared Robert Daus Jr., known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therein contained.

In witness whereof, I hereunto set my hand and official seal.

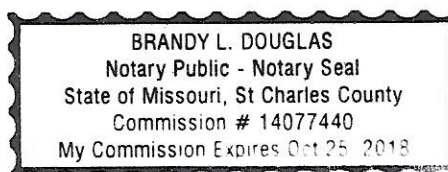
Brandy L. Douglas

Notary Public

Print Name: Brandy L. Douglas

My commission expires:

10-25-2018



Attachment: Combined Protest Petition (#17-028: HBE Rezoning to PCD)



city of

CREVE COEUR

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

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

FOR THE MEETING OF: October 23, 2017

SUBJECT PROPERTY LOCATION: Planned Commercial Developments

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

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

Key Issues:

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

**Creve Coeur 2030
Comprehensive Plan References**

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

Zoning Code References

- Section 405.390: Planned Zoning Districts

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

**APPLICANT'S
REPRESENTATIVE:**

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

REPORT PREPARED BY: Whitney Kelly, AICP, City Planner

DATE: 10/17/2017

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

THE PROPOSAL

In conjunction with Application #17-028 for the rezoning of 11318 Olive Boulevard to the Planned Commercial District, the Applicant is seeking to revise the language to allow for secondary access onto Mosley Road. Section 405.390(D)(2)(b)(1) states: Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all access, not including emergency-use only driveways, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within the "LI" Light Industrial zoning district except that the project may also have cross access with an adjacent commercial property whose access is limited to only a major or minor arterial according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district.

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

Section 405.390 Planned Zoning District

D. Relationship Of Planned Districts To Zoning Map.

2. Types of planned zoning districts.

b. Planned commercial development (PCD).

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

STAFF ANALYSIS AND RECOMMENDATION

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

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

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

Staff finds that the intent of the text did not mean to include that the only access should be allowed along Olive Boulevard, but it was not clearly written that way. Further, with the development of the 39 N. Master Plan and the completion of the *Creve Coeur 2030 Plan* and the recommendations for the Mixed-Use District, Staff will seek to revised the Zoning Ordinance to allow for the option of the Planned

Commercial District in these areas in replacement of just the LI-District at a later time when we have a more holistic review of the Zoning Ordinances.

Therefore, whether or not the Planning and Zoning Commission make a positive recommendation on Application #17-028, Staff finds that the language of Section 405.390(D)(2)(b)(1) should be revised to simplify and provide greater clarity with primary access from the major commercial roads identified, with secondary access to the side street, to read as follows:

b. Planned commercial development (PCD).

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

ACTION AND EXAMPLE MOTION

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

"I move to approve Application #17-029 for text amendments to the regulations in Section 405.390(D)(2)(b) Planned Commercial Development district regulations to allow for secondary access to a side arterial road as provided in the draft ordinance." (Modification or revisions may be included by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES

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

APPENDIX 2: ZONING CODE

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

BILL NO. _____

ORDINANCE NO. _____

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

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

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

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri has recognized the need for such changes as set forth herein, to more effectively implement the goals of the Comprehensive Plan and the purposes of the Planning Ordinance and the Zoning Ordinance; and,

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on October 23, 2017, beginning at 6:30 p.m., or immediately following the close of the previous public hearing; and,

WHEREAS, the Planning and Zoning Commission reviewed and, by a vote of _____ recommended approval of the subject amendments at its meeting on _____; and,

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

WHEREAS, all persons who presented themselves at said meeting and desiring to be heard were given an opportunity to be heard and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the City Council; and the Bill was read by title in open meeting two times before final passage by the City Council; and,

WHEREAS, the City Council being fully informed finds that amending the City Code of Ordinances would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest,

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

Section 1. Section 405.390(D)(2)(b)(1) of the Creve Coeur Code of Ordinances is hereby amended to read as follows:

Section 405.390 Planned Zoning District

D. Relationship Of Planned Districts To Zoning Map.

2. Types of planned zoning districts.

b. Planned commercial development (PCD).

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

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

ADOPTED THIS ____ DAY OF _____, 2017.

DR. ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2017.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN
CITY CLERK



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

**APPLICATION TO PLANNING AND ZONING COMMISSION
#17-032 FOR A TEXT AMENDMENT TO SECTION 405.470(A)(13)(C) OF
CONDITIONAL USES FOR GASOLINE SERVICE STATIONS TO ALLOW CAR
WASH SERVICE DOORS TO FACE RESIDENTIALLY ZONED PROPERTIES**

FOR THE MEETING OF: Monday, November 6, 2017, 6:30 PM

LOCATION: City-Wide, Car Washes associated with Gas Stations adjacent to Residential Zoning Districts

REQUEST: Mike Goldman, of Waterway Gas & Wash Company, has submitted an application for a text amendment to Section 405.470(A)(13)(c) of Conditional Uses for Gasoline Service Stations (NAICS 447110 and 447190) to allow for service bay doors associated with car washes to face residentially zoned properties, under certain conditions. The proposed text amendment would be in support of an application for a new gas station and car wash to be located at 11026 and 11004 Olive Boulevard, and 825 and 827 Graeser Road

ADDITIONAL INFORMATION: Current requirements under Section 405.470(A)(13)(c) Service bays shall be limited to one (1) per five thousand (5,000) square feet of land area. All service bays are to be contained entirely within the building. Where adjacent to a residential district ("A", "B", "C", "D", "AR" or "MR"), no more than three (3) service bays shall be permitted. Service bay doors shall not face residentially zoned property.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?

**Creve Coeur 2030
Comprehensive Plan References**

- East Olive Corridor
- Design Guidelines

Zoning Code References

- Section 405.210: Regulation of Uses
- Section 405.360: GC General Commercial
- Section 405.470: Conditional Uses

APPLICANT: Mike Goldman
Waterway Gas & Wash Company
727 Goddard Ave.
Chesterfield, MO 63005

**APPLICANT'S
REPRESENTATIVE:** JR Willhite
The Clayton Engineering Company
2268 Welsch Industrial Court
St. Louis, MO 63146



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: November 2, 2017
ATTACHMENTS: Applicant's Materials received September 8, 2017
Draft Ordinance
Public Comments

PROPOSAL

The Applicant's proposal requests an ordinance revision to remove a restriction on service bay doors orientation when adjacent to residential districts. The existing ordinance lumps car wash doors in the wide category of service bay doors, which are not allowed to face residentially zoned property. The Applicant believes that car wash facilities do not generate the same level of noise as auto mechanic facilities. According to the Applicant, while there is a need to redirect noise generated from auto mechanic service bays away from residentially zoned property, a car wash entrance does not generate nearly the same level of noise and, therefore, should not be held to the same restriction. They are proposing that the text be revised to include mitigation of such uses when facing residential districts, which would include an 8 foot privacy fence and a sound study.

The proposed language would read: "Service bays. Service bays shall be limited to one (1) per five thousand (5,000) square feet of land area. All service bays are to be contained entirely within the building. Where adjacent to a residential district ("A", "B", "C", "D", "AR" or "MR"), no more than three (3) service bays shall be permitted. Service bay doors shall not face residentially zoned property, with the exception of car wash entrance doors, where the entrance is at least 90 feet from the residential property line, screened by an 8 foot tall privacy fence, and sound levels comply with St. Louis County Noise Standards at the residential property line."

The Applicants have provided a sound study by Shiner & Associates for the potential development of a Waterway Gas and Car Wash at the corner of Olive Boulevard and Graeser Road that indicate the anticipated noise levels should fall within the allowed levels according to the St. Louis County's Noise Control Ordinance at the residential property line. The sound study shows that a continuous noise for 25 vehicles per hour should be 54 dBA at the property lines directly to the south, where the St. Louis County permissible daytime sound level standard for a continuously operating facility from 7 AM to 10 PM is 55 dBA. However, this does not leave much room for variability and the perception of the noise is often much greater.

Table 1: St. Louis County Daytime Permissible Sound Levels from Stationary Noise Sources

Energy Average Sound Level [Leq(hr)], dBA

Period of Operation per hour (Tn), minutes	Sound Level, dBA
60	55 or less
30	56-58
15	59-61
8	62-64
4	65-67
2	68-70
0	71 or greater

Table 2. Calculated Residential Property Line Sound Levels Due to Washing and Drying of 25 Cars per Hour

Energy Average Sound Level [Leq(hr)], dBA

	Address	Sound Level, dBA
1	842 Mary Meadows Lane	46
2	11011 Martin Grove Lane	53
3	11007 Martin Grove Lane	54
4	5 Winfield Pointe Lane	45

Figure 1: Table 1 and 2 from page 2 of the Applicant's Sound Study by Shiner + Associates, Inc.

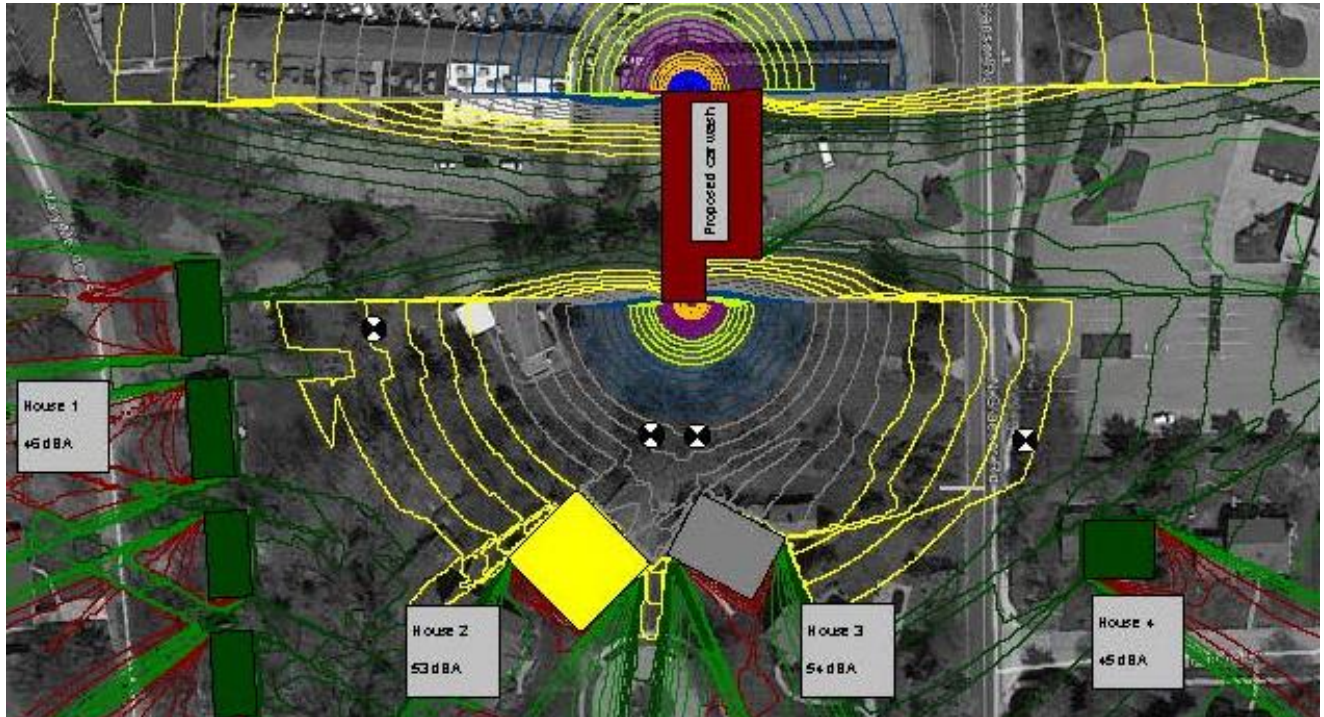


Figure 2: Close-up of Figure 1 Predicted Waterway Noise Levels from page 4 of the Applicant's Sound Study by Shiner + Associates, Inc.

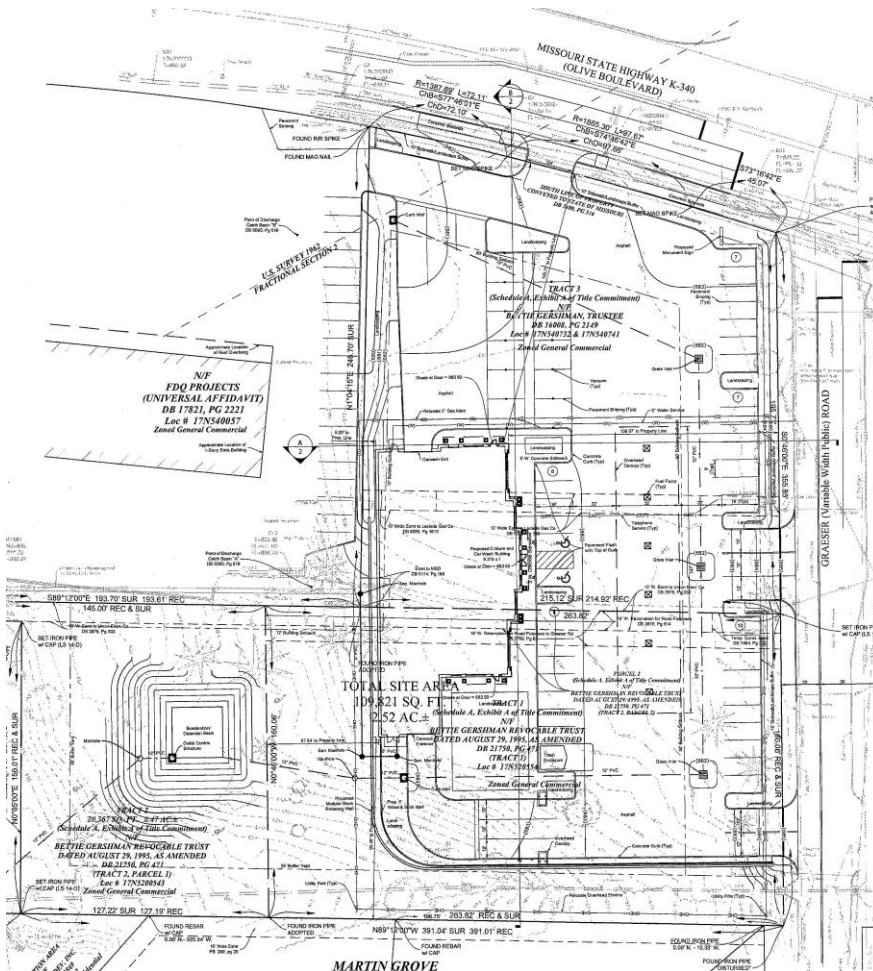


Figure 3: Close-up of the Applicant's proposed site development plan for the Gas Station and Car Wash facility

The study indicated that in order to be conservative, the receiver heights were modeled at 13 feet above ground level and did not take into consideration the eight foot tall, wood and brick wall proposed at the south end of the entry drive. It should be noted that the site plan submitted for the Conditional Use Permit indicates that there is a 20 foot grade change between the property lines of the residences and the retaining wall and fence at the entrance into the car wash facility. Studies of comparisons can be variable due to the differences in site conditions, grade change, and the surrounding development. Therefore, should the Commission and Council approve the proposed text amendment, a revised study will need to be submitted accounting for the proposed grade changes when reviewing the site development plans for the conditional use permit, as well as a traffic impact study.

COMPREHENSIVE PLAN REVIEW

The subject property is within the East Olive Corridor of the *Creve Coeur 2030* Comprehensive Plan where the vision for the area is to create a walkable corridor of destination with a variety of medium- to low-density commercial, retail, neighborhood service businesses, and residential development, that is a transition between more intense commercial district to the east and west, that encourage pedestrian access from adjacent neighborhoods and prioritize walkability between neighboring lots while accommodating car access and easy parking (p. 88). Frontage recommendations encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building façade frontages and primary building entrances to face Olive Boulevard.

The key Objectives and Strategies of the Plan under Placemaking and Community Identity includes Strategy 1.8: Ensure that adjacent non-residential and residential development are compatible with each other, and under Residential Development and Preservation, Strategy 2.9: Protect residential areas from negative encroachments of non-residential uses.

The City's Design Guidelines provide further recommendations on the layout and design for gas stations and car washes that include that a car wash that is incorporated into the project shall be well integrated into the design. The car wash opening should be sited so that it is not visible as the primary view from the street into the project site. (p. 12).

Staff assumes that the existing language, along with the other recommendations of the Comprehensive Plan and Design Guidelines was intended to protect the adjacent residences from the impact of such a heavy commercial use that both car washes, and automobile service stations create. Thus, the orientation of the use would direct the noise away from the adjacent residential development. However, the noise level is not the only protection from such uses that the requirement intended to provide, but the visibility of the use from Olive Boulevard is another factor to have such uses orient the building and thus the majority of the noise to adjacent commercial areas. While the noise maybe within an acceptable St. Louis County standards at just under the allowed limit of 55 dBA, at 54dBA, this does not provide much room in variability. Further, the perception of the noise at a continuous rate would have a negative impact to the adjacent residences particular on the weekends when traffic is significantly less and much quieter. The removal of the requirement would leave each application to be reviewed on be a case-by-case basis.

The question before the Commission and Council, is whether or not the proposed language provides sufficient mitigation to the residential development, and provides for a development that is in keeping with the goals and objectives of the Comprehensive Plan and Design Guidelines, particularity within this portion of Olive Boulevard. Should the Commission find that the Applicant has provided sufficient information and detail to appropriately mitigate the impact of the proposed development to the residents to the south to the degree that the existing provision is not necessary, they should make a recommendation to the Council

CONCLUSION AND ACTION

If the Planning and Zoning Commission finds that the proposal provides for sufficient mitigation and protection of the adjacent residential properties, and is in keeping with the recommendations of the Design Guidelines and Comprehensive Plan a recommendation to the City Council for approval is necessary. Action on the proposal will come in the form of a recommendation of approval, approval with conditions, or denial.

Staff has included clarifying language that the proposed changes also apply to car washes that are not associated with a gas station to read as follows:

Section 405.470. Conditional Uses.

A. Conditional uses allowed in zoning districts are as follows:

13. Gasoline service stations — NAICS 447110 and 447190 (conditional use in the "PC", "GC" and "CB" districts) and Car Washes NAICS 811192 (conditional uses in the "GC" and "LI" districts). The following specific development standards shall be met before a conditional use permit may be issued for a gasoline service station or car wash (herein "service station") in accordance with Section 405.1070, so as to control the mode of development, method of operation and to ensure that the location does not adversely affect the health, safety and welfare of the community, especially from the traffic point of view.
 - c. Service bays. Service bays shall be limited to one (1) per five thousand (5,000) square feet of land area. All service bays are to be contained entirely within the building. Where adjacent to a residential district ("A", "B", "C", "D", "AR" or "MR"), no more than three (3) service bays shall be permitted. Service bay doors shall not face residentially zoned property, with the exception of car wash entrance doors, where the entrance is at least 90 feet from the residential property line, screened by an 8 foot tall privacy fence, and sound levels comply with St. Louis County Noise Standards at the residential property line.

The following is an example of an appropriate motion for this application:

"I move to recommend approval of the text amendment to allow for service bay doors for car wash facilities to face residential properties, provided that certain conditions and requirements are met as provided in the draft ordinance submitted with Application #17-032 for the meeting of November 6, 2017 (conditions may be added, eliminated, or modified by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES

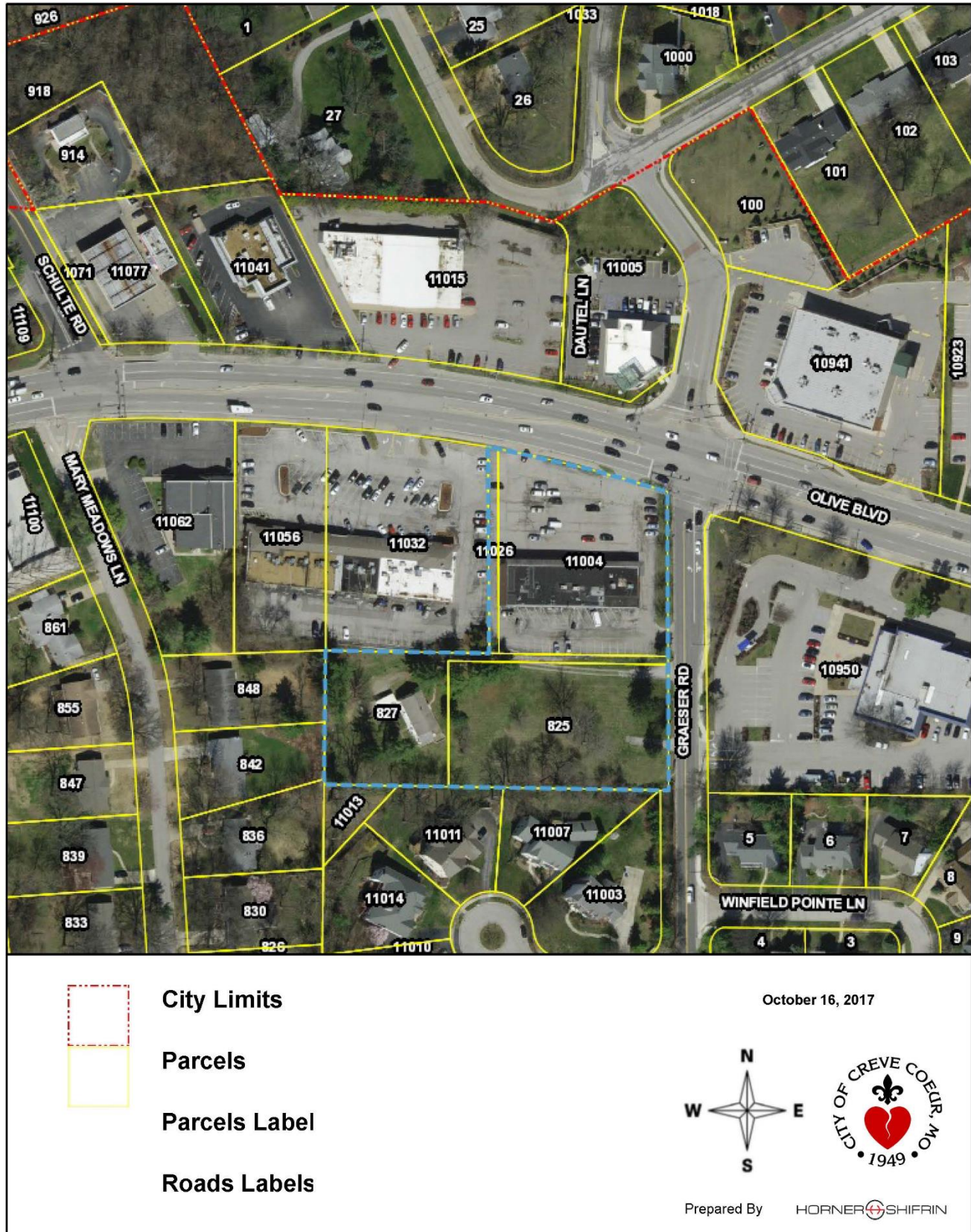
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL PHOTO

11026 and 11004 Olive Boulevard, and 825 and 827 Graeser Road.



BILL NO. _____

ORDINANCE NO. _____

AN ORDINANCE AMENDING SECTION 405.470(A)(13)(C) OF CONDITIONAL USES FOR GASOLINE SERVICE STATIONS (NAICS 447110 AND 447190) AND CAR WASHES (NAICS 811192) TO ALLOW FOR SERVICE BAY DOORS ASSOCIATED WITH CAR WASHES TO FACE RESIDENTIALLY ZONED PROPERTIES, UNDER CERTAIN CONDITIONS.

WHEREAS, an application was submitted Mike Goldman, of Waterway Gas & Wash Company, for a text amendment to allow for service bay doors associated with car washes to face residentially zoned properties, under certain conditions; and

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri has recognized the need for such changes as set forth herein, to more effectively implement the goals of the Comprehensive Plan and the purposes of the Planning Ordinance and the Zoning Ordinance; and,

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on November 6, 2017, beginning at 6:30 p.m., or immediately following the close of the previous public hearing; and,

WHEREAS, the Planning and Zoning Commission reviewed and, by a vote of ____ recommended approval of the subject amendments at its meeting on November 6, 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 the Zoning Ordinance; and,

WHEREAS, all persons who presented themselves at said meeting and desiring to be heard were given an opportunity to be heard and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the City Council; and the Bill was read by title in open meeting two times before final passage by the City Council; and,

WHEREAS, the City Council being fully informed finds that amending the City Code of Ordinances would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest,

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

Section 1. Section 405.470(A)(13)(c) of Conditional Uses for Gasoline Service Stations (NAICS 447110 and 447190) of the Creve Coeur Code of Ordinances is hereby amended to read as follows:

Section 405.470. Conditional Uses.

A. Conditional uses allowed in zoning districts are as follows:

13. Gasoline service stations — NAICS 447110 and 447190 (conditional use in the "PC", "GC" and "CB" districts) and Car Washes NAICS 811192 (conditional uses in the "GC" and "LI" districts). The following specific development standards shall be met before a conditional use permit may be issued for a gasoline service station or car wash (herein "service station") in accordance with Section 405.1070, so as to control the mode of development, method of operation and to ensure that the location does not adversely affect the health, safety and welfare of the community, especially from the traffic point of view.
- c. Service bays. Service bays shall be limited to one (1) per five thousand (5,000) square feet of land area. All service bays are to be contained entirely within the building. Where adjacent to a residential district ("A", "B", "C", "D", "AR" or "MR"), no more than three (3) service bays shall be permitted. Service bay doors shall not face residentially zoned property, with the exception of car wash entrance doors, where the entrance is at least 90 feet from the residential property line, screened by an 8 foot tall privacy fence, and sound levels comply with St. Louis County Noise Standards at the residential property line.

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

ADOPTED THIS ____ DAY OF _____, 2017.

DR. ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2017.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN
CITY CLERK

File # _____


 cit
of

CREVE COEUR

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 www.creve-coeur.org

PLANNING AND ZONING COMMISSION AGENDA APPLICATION TEXT AMENDMENT

PLEASE COMPLETE FRONT AND BACK PAGES

<i>Applicant:</i>	<i>Applicant's Representative (if applicable):</i>
Mike Goldman _____ <i>Name</i>	JR Willhite _____ <i>Name</i>
Waterway Gas & Wash Company _____ <i>Company (If Applicable)</i>	The Clayton Engineering Company _____ <i>Company (If Applicable)</i>
727 Goddard Ave _____ <i>Address</i>	2268 Welsch Industrial Court _____ <i>Address</i>
Chesterfield, MO 63005 _____ <i>Address</i>	St. Louis, MO 63146 _____ <i>Address</i>
Telephone # (636) 537-1111 _____	Telephone # (314) 692-8888 _____
Fax # (636) 537-1115 _____	Fax # (314) 692-8688 _____
Email: Mike@Waterway.com _____	Email: JRWillhite@ClaytonEng.com _____

Applicant's Status (Indicate one):

____ City Official (Mayor, City Councilor, Planning Commissioner, Zoning Administrator)
☒ Private Party (Financial, contractual, or proprietary interest)
 ____ Other Governmental Interest (Jurisdiction: _____)

The undersigned hereby requests to be placed on the Agenda for the Planning and Zoning Commission meeting at 6:30 P.M. on Monday, _____, 20__.

Applicant's Signature

Applicant's Representative's Signature

 Date

 Date

Attachment: Waterways Text Amendment Application. (#17-032: Text Amendment to Section 405.470(A)(13)(C) Gasoline Service Stations)

File # _____

Description of Request (attach additional sheets as needed): _____

This is to request an ordinance revision to remove an undue restriction on car wash entrance door orientation. The existing ordinance lumps car wash doors in the wide category of service bay doors, which are not allowed to face residentially zoned property. While there is a need to redirect noise generated from automechanic service bays away from residentially zoned property, a car wash entrance does not generate nearly the same level of noise and, therefore, should not be held to the same restriction. The need for this text amendment was brought to light by the proposed Waterway Gas & Wash at the southwest corner of Graeser and Olive, where site restrictions do not allow the car wash to be oriented in the other direction. Shiner & Associates, Inc. has produced a sound study, which shows that proposed noise levels at the residential property line will meet St. Louis County noise standards. See attached site development plan and sound study.

Affected Section(s) of the Zoning or Subdivision Code: _____

Section 405.470 "Conditional Uses" Subsection A.13.c reads, "Service bays. Service bays shall be limited to one (1) per five thousand (5,000) square feet of land area. All service bays are to be contained entirely within the building. Where adjacent to a residential district ("A", "B", "C", "D", "AR" or "MR"), no more than three (3) service bays shall be permitted. Service bay doors shall not face residentially zoned property."

Proposed Ordinance Language (attach additional sheets as needed): _____

The proposed revised ordinance shall read, "Service bays. Service bays shall be limited to one (1) per five thousand (5,000) square feet of land area. All service bays are to be contained entirely within the building. Where adjacent to a residential district ("A", "B", "C", "D", "AR" or "MR"), no more than three (3) service bays shall be permitted. Service bay doors shall not face residentially zoned property, with the exception of car wash entrance doors, where the entrance is at least 90 feet from the residential property line, screened by an 8 foot tall privacy fence, and sound levels shall comply with St. Louis County Noise Standards at the residential property line."

Office Use Only_____
Proposed Ordinance Language

Received By: _____

Fees Paid_____
Written Justification

Date: _____

Jason Jaggi, AICP, Director of Community Development
Whitney Kelly, AICP, City Planner
Jessica Stutte, Administrative Assistant (872-2501)

Revised: 1/2016



SCALE 1"=20'

PROJECT AND SITE BENCHMARK: St. Louis County BM 13292 - Cut "Sq" on top of the north side of the round concrete base for a traffic sign, most located on the southeast corner of Olive Boulevard and Graesser Road and 50 feet south of the centerline of Olive Boulevard. Elevation is 500.23 feet NAD83.

- | | |
|-----------------------|--|
| SITE DATA: | |
| 1. Site Address: | 11026 Olive Blvd. #25 & 827 Graesser Rd
Creve Coeur, MO 63141 |
| 2. Site Acreage: | 2.524 acres |
| 3. Zoning: | General Commercial |
| 4. Use: | Fuel Station and Car Wash |
| 5. Fire District: | Creve Coeur Fire Protection District |
| 6. School District: | Ladue School District |
| 7. Sewer District: | Metropolitan St. Louis Sewer District |
| 8. Watershed Area: | Windsch Creek |
| 9. Water Service: | Missouri-American |
| 10. Gas Service: | Laclede Gas |
| 11. Electric Service: | Ameren UE |
| 12. Phone Service: | AT&T |
| 13. Flood Zone: | X, Areas Determined to be Outside the 0.2% Chance Floodplain |

GENERAL NOTES:

1. Grading and storm water shall be per MSD and City of Creve Coeur specifications.
2. No slope shall exceed 3:1, excluding landscaping berms.
3. Stormwater shall be discharged at an adequate natural discharge point.
4. Proposed improvements subject to change during final plan engineering and agency review.

5. Preliminary Storm Calculations:
- | | |
|---------------------------------|-------------------|
| Proposed Impervious Area | 1.46 acres |
| <u>Existing Impervious Area</u> | <u>1.17 acres</u> |
| Net Increase in Impervious Area | 0.29 ac |
- Stormwater Detention Storage Required = $0.29 \text{ ac} \times (4.16 \text{ cfs/ac} - 2 \text{ cfs/ac}) \times 60 \text{ sec/min} \times 30 \text{ min} = 1,128 \text{ cubic feet storage}$

6. Site Area Calculations:

<u>Site Coverage:</u>	
Proposed Total Site Coverage	59,872 square feet
<u>Lot Area</u>	<u>109,821 square feet</u>
Proposed Percent Coverage	54.52%
(Per Section 405.360(E)(3)(b), the maximum allowable site coverage is 63%).	
<u>Floor Area Ratio:</u>	
Gross Floor Area	9,315 square feet
<u>Lot Area</u>	<u>109,821 square feet</u>
Proposed Floor Area Ratio	0.085
(Per Section 405.360(E)(3)(c), the maximum allowable site coverage is 0.09)	

- 7. Parking Calculations:**
Required: 4 spaces per 1,000 s.f. gross floor area (Fuel Station)
 9,315 s.f. gross floor area x 4 spa / 1,000 s.f. = 38 spaces required
Provided: 38 (including 2 accessible spaces)

 Call Before you DIG
Dial 811 or TOLL FREE
1-800-344-7483

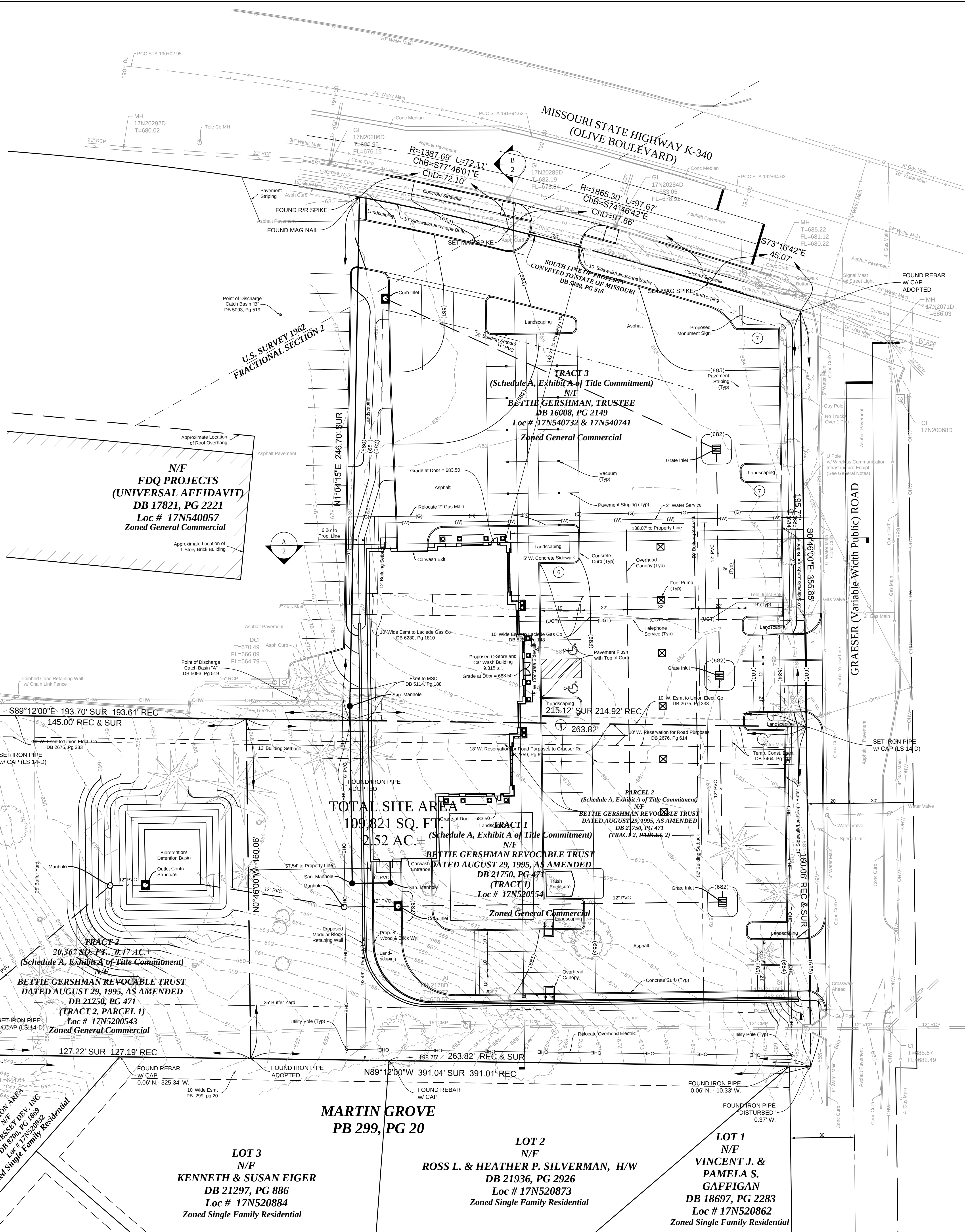
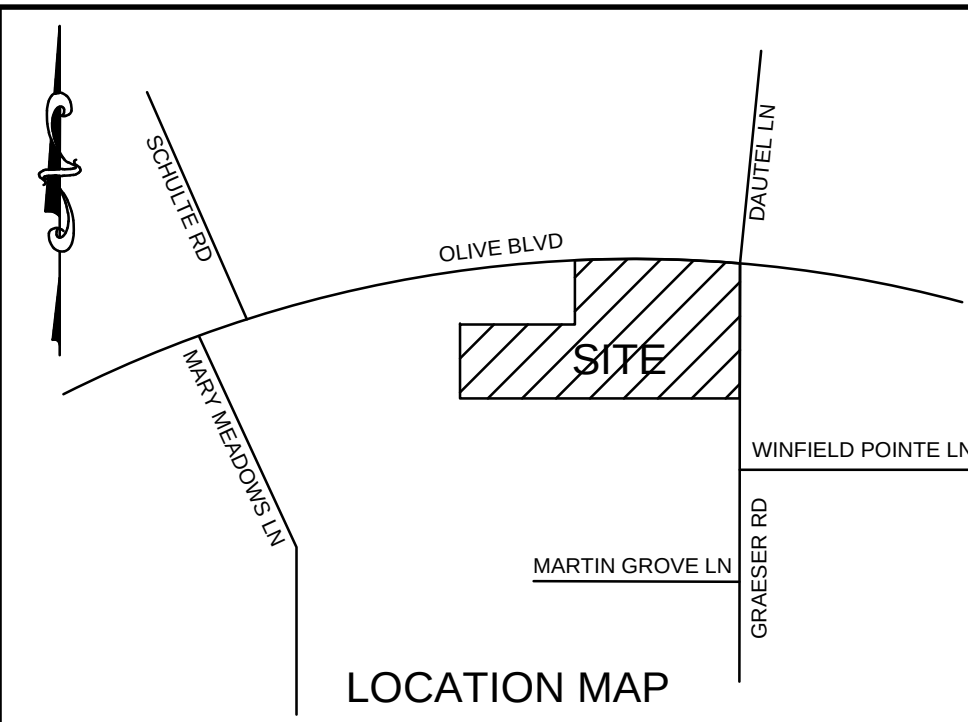
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MISSOURI ONE-CALL SYSTEM INC.

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The original signed and sealed of this drawing is on file at the
Office of The Clayton Engineering Company. Any modifications
must be made in accordance with the original drawing.

On this drawing shall release said The Clayton Engineering Company, the Engineer and/or Surveyor whose seal appears hereon from any liability resulting from said unauthorized modifications. The signed and sealed original is the official document and shall take precedence over any digital version.



the clayton engineering company, inc.

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2208 WEBB INDUSTRIAL COURT
ST. LOUIS, MISSOURI 63146

(314) 692-8898 FAX: (314) 692-8888 claytoneng.com

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[illegible]

ESER RD

WATERWAY
727 GODDARD AVENUE
CHESTERFIELD, MO. 63005
(636) 537-1111

110260

Prepared for:	
	Gen. Michael Stacey

Designed	JRW
Drawn	JRW
Checked	GMS
Date	Sept. 8, 2017

Date	September 1, 2007
Project Number	17078
Sheet Number	

1 of _____

Attachment: Waterways Text Amendment Application. (#17-032: Text Amendment to Section 405.470(A)(13)(C) Gasoline Service Stations)

Waterway Gas & Wash
727 Goddard Avenue
Chesterfield, MO 63005

September 8, 2017

Attn: Mr. Michael Goldman

Re: Proposed Waterway Gas & Wash - Creve Coeur, Missouri

Dear Michael:

Waterway Gas & Wash is proposing to construct a new car wash, convenience store and gas station at the southwest corner of Olive Boulevard (State Highway K-340) and Graeser Road in Creve Coeur, Missouri. Section 405.550 of the city zoning ordinance states that sound levels shall comply with the St. Louis County noise standards.

In order to predict sound level emissions from this facility, we used measurements from a similar Waterway Gas & Wash in Northbrook, Illinois of March 29, 2017. Measurements were conducted at a distance of 50 ft from the building at multiple locations.

Like the proposed Creve Coeur location, the Northbrook Waterway store is located on Waukegan Road which is 4-lane arterial road. It is bounded by homes to the west. At the tunnel entrance, a high speed overhead door is opened as cars approach. The overhead door closes and remains closed between cars as they are washed, rinsed and dried. Just beyond the tunnel exit, cars are towel-dried and vacuumed.

At Northbrook, we found that highest measured sound levels were due to multiple drying blowers inside the car wash tunnel near the exit. Other sounds, such as washing, rinsing, vacuuming and fueling were at or below or at the background level of traffic when measured at residential property lines. When measured at a point 25 ft west of vacuuming operations, we found that sound levels from vacuuming were at the ambient sound level of Waukegan Road traffic.

The following instrumentation was used: Bruel & Kjaer 2270 integrating sound level meter, B&K 4789 1/2" condenser microphone, B&K ZC 0032 microphone preamplifier and windscreen. Equipment calibration was verified before and after measurements with a Larson Davis CA250 sound level calibrator.

Acoustical Criteria

For daytime operations (7:00 a.m. to 10:00 p.m.) of a stationary noise source adjacent to residences, St. Louis County permits the sound levels shown in Table 1, which are based on the duration of operation over an hour measurement period:

Table 1: St. Louis County Daytime Permissible Sound Levels from Stationary Noise Sources

Energy Average Sound Level [Leq(hr)], dBA

<u>Period of Operation per hour (Tn), minutes</u>	<u>Sound Level, dBA</u>
60	55 or less
30	56-58
15	59-61
8	62-64
4	65-67
2	68-70
0	71 or greater

Thus, the permissible daytime sound level for a continuously operating noise source is 55 dBA or less. For the proposed Creve Coeur car wash, we have modeled 25 cars per hour as being typical of busy operations.

Modeling

For this study, we used CadnaA from DataKustik GmbH. CadnaA is industry-accepted software used to calculate sound levels of multiple sources and propagation paths at multiple receiver points. The software considers the factors that influence sound propagation, such as distance, shielding by buildings, ground effect and atmospheric absorption, and source directivity. In order to be conservative, receiver heights were modeled at 13 ft above ground level (second story window height) and the ground was modeled as sound reflective pavement. We have not modeled the sound level reduction due to the proposed eight ft high wood and brick wall at the south end of the entry drive, which we expect to be modest. Based on the Northbrook, IL measurements, sound level emissions from the car wash are not impulsive and do not contain pure tones. Modeled receivers for nearby residences were located at the closest residential property line.

Figure 1 presents a noise contour map superimposed over an aerial photograph of the site. The contour map shows approximate sound level contours of car wash operations due to the washing and drying of 25 cars per hour. At the residential property lines, the results are summarized in Table 2:

Table 2. Calculated Residential Property Line Sound Levels Due to Washing and Drying of 25 Cars per Hour

Energy Average Sound Level [Leq(hr)], dBA

	<u>Address</u>	<u>Sound Level, dBA</u>
1	842 Mary Meadows Lane	46
2	11011 Martin Grove Lane	53
3	11007 Martin Grove Lane	54
4	5 Winfield Pointe Lane	45

Waterway Gas & Wash

September 8, 2017

Conclusions

For noise emissions from the proposed Waterway Gas & Wash, Creve Coeur references the St. Louis County Noise Related Ordinance. Sound level readings from a similar Waterway Gas & Wash facility in Northbrook, Illinois were used to predict the Creve Coeur noise levels using CadnaA modeling software. We have modeled the washing and drying of 25 cars per hour.

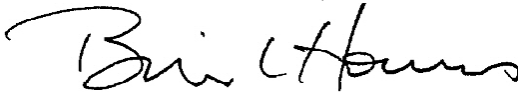
As shown in Figure 1 and summarized in Table 2, the predicted property line sound levels are below the St. Louis County permissible daytime sound level at the closest residences. The predicted sound level emissions comply with the standards for a continuously operating facility (55 dBA).

Note that car wash sound levels in compliance with the St. Louis noise ordinance does not necessarily ensure inaudibility of these noise sources. Noise from car wash activities may still be heard during breaks in traffic.

If you have questions concerning this report, please do not hesitate to contact us.

Respectfully submitted,

Shiner + Associates, Inc.



Brian L. Homans

BLH/mt13

Attachment: Waterways Text Amendment Application. (#17-032: Text Amendment to Section 405.470(A)(13)(C) Gasoline Service Stations)

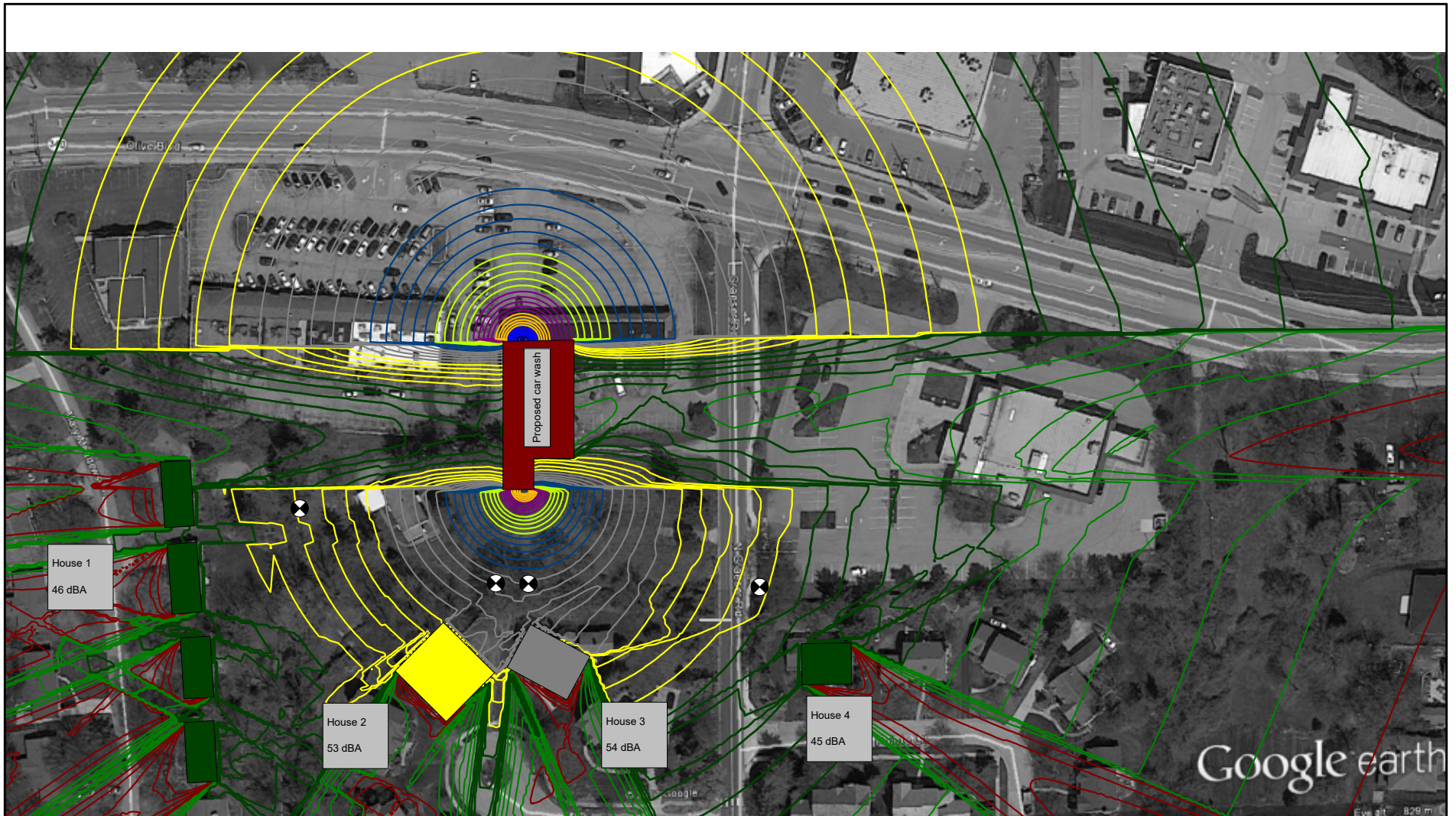


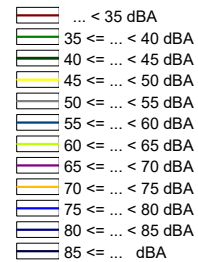
Figure 1. Predicted Waterway Noise Levels

Notes:

Entrance door closed

Blowers operating 25 min/hr

Grid and receiver height 13' [4m]



Revision

0

Date

9/8/17

Shiner + Associates, Inc.



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: [Mayor-Council] Gas Station/Water Way at Graeser & Olive

Whitney Kelly <wkelly@crevecoeurmo.gov>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Fri, Oct 13, 2017 at 10:56 AM

From: Mark Bronson [mailto:mbronson@newmanbronson.com]
Sent: Wednesday, October 11, 2017 1:09 PM
To: mayor-council@crevecoeurmo.gov
Subject: [Mayor-Council] Gas Station/Water Way at Graeser & Olive

Dear Mayor Glantz and Council,

If we understand the Newsletter correctly, it appears a Water-Way Gas Station is being planned for the Southwest corner of Graeser & Olive. We strongly oppose such a change in use from the current retail storefronts. Certainly oppose any change in zoning or ordinance to allow such uses. A gas station or car wash at that corner would certainly increase traffic flow and noise pollution on Graeser, and, in our opinion, diminish our property values by changing and diminishing the character of the neighborhood.

Mark & Sue Bronson

[14 W. Windrush Creek](#)

[Creve Coeur, MO 63141](#)

Attachment: Public Comments Received by 2PM on November 3, 2017 (#17-032: Text Amendment to Section 405.470(A)(13)(C) Gasoline



Whitney Kelly <wkelly@crevecoeurmo.gov>

Proposed Car Wash at 11026 and 11004 Olive Blvd. and 825 and 827 Graeser Rd.

JoAnn Sanditz <jasanditz@aol.com>

Mon, Oct 23, 2017 at 1:32 PM

To: wkelly@crevecoeurmo.gov, atravers@crevecoeurmo.gov, jfaron@crevecoeurmo.gov, bgantz@crevecoeurmo.gov

Cc: tbsand@aol.com, gloria822@gmail.com, edschmid@meramecvalleybank.com, cdhoehn@swbell.net, bgbindler@aol.com

I strongly agree with the objections to the proposed zoning variance for a car wash at Graeser and Olive as outlined below by my neighbor, Gloria Bilchik. I also think there are serious traffic safety concerns regarding the high volume of traffic a car wash would generate next to a residential street.

Thank you for considering the numerous reasons why this request for a zoning variance for this project should be denied.

JoAnn Sanditz
10937 Chalet Court
Creve Coeur, MO 63141
314-432-7643

[Quoted text hidden]

Attachment: Public Comments Received by 2PM on November 3, 2017 (#17-032: Text Amendment to Section 405.470(A)(13)(C) Gasoline



Whitney Kelly <wkelly@crevecoeurmo.gov>

Proposed Car Wash at 11026 and 11004 Olive Blvd. and 825 and 827 Graeser Rd.

Ed Schmid <EdSchmid@meramecvalleybank.com>

Mon, Oct 23, 2017 at 1:21 PM

To: Gloria Bilchik <gloria822@gmail.com>, "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>, "atravers@crevecoeurmo.gov" <atravers@crevecoeurmo.gov>, "jfaron@crevecoeurmo.gov" <jfaron@crevecoeurmo.gov>, "bglantz@crevecoeurmo.gov" <bglantz@crevecoeurmo.gov>
Cc: JoAnn Sanditz <jasanditz@aol.com>, cathy hoehn <cdhoehn@swbell.net>

Thanks, Gloria. Well said! EAS

From: Gloria Bilchik [mailto:gloria822@gmail.com]**Sent:** Monday, October 23, 2017 12:54 PM**To:** wkelly@crevecoeurmo.gov; atravers@crevecoeurmo.gov; jfaron@crevecoeurmo.gov; bglantz@crevecoeurmo.gov**Cc:** JoAnn Sanditz; cathy hoehn; Ed Schmid**Subject:** Proposed Car Wash at 11026 and [11004 Olive Blvd.](#) and 825 and [827 Graeser Rd.](#)

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Attachment: Public Comments Received by 2PM on November 3, 2017 (#17-032: Text Amendment to Section 405.470(A)(13)(C) Gasoline



Whitney Kelly <wkelly@crevecoeurmo.gov>

Proposed Car Wash at 11026 and 11004 Olive Blvd. and 825 and 827 Graeser Rd.

Gloria Bilchik <gloria822@gmail.com>

Mon, Oct 23, 2017 at 12:54 PM

To: wkelly@crevecoeurmo.gov, atravers@crevecoeurmo.gov, jfaron@crevecoeurmo.gov, bgiantz@crevecoeurmo.gov

Cc: JoAnn Sanditz <jasanditz@aol.com>, cathy hoehn <cdhoehn@swbell.net>, Ed Schmid

<Edschmid@meramecvalleybank.com>

I am writing to express my opposition to the [proposed zoning variance](#) for a car wash at 11026 and [11004 Olive Blvd.](#), and 825 and [827 Graeser Rd.](#) I oppose this variance for several reasons:

1. As a longtime Creve Coeur resident, in a home off Graeser Rd., I have witnessed the continuing growth of traffic at the Graeser/Olive intersection. Judging from the traffic generated by the current Waterway Gas & Wash on Old Olive St., it seems reasonable to expect that the proposed new facility will add even more congestion at the intersection.
2. Even if the proposed car wash is partially shielded by a wooden fence, as specified in the proposed variance, it will be an unsightly addition to an essentially residential area.
3. Even if the car wash mechanism itself meets noise-reduction standards, there will be additional noise from the cars entering and exiting the facility. This corner has been a relatively quiet environment for many years. Why would Creve Coeur approve a project that essentially changes the nature of the Graeser/Olive area?
4. Several car washes already serve this area. They are located in non-residential areas, which is the proper placement, in my opinion.

Yesterday, I attended an informal gathering of neighbors living on Chalet Court. We discussed the proposal, and those in attendance expressed the sense that a car wash would have a negative impact on the Graeser/Olive area. Most signed a petition that is being circulated to oppose the proposed development.

I hope that the Planning & Zoning Council, Ward 1 Council representatives, and the City Council as a whole will respect the opinions of residents affected by this proposal, and turn it down.

Thank you for your consideration.

Gloria Shur Bilchik
[10921 Chalet Court](#)
[Creve Coeur MO 63141](#)
[314-706-0822](#)

Attachment: Public Comments Received by 2PM on November 3, 2017 (#17-032: Text Amendment to Section 405.470(A)(13)(C) Gasoline



Whitney Kelly <wkelly@crevecoeurmo.gov>

Waterway Development at Olive and Graeser

Gaffigan, Vince <VGaffigan@lockton.com>

Tue, Oct 31, 2017 at 12:06 PM

To: James Faron <jfaron@crevecoeurmo.gov>

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

As one of the property owners whose property backs up to this proposed development, I would like to underscore my opposition to the project. While I am not opposed to commercial development, the facility Waterway proposes represents a radical departure from the current land use. Further, it presents a **significant** safety hazard for the residents and neighborhood children. Graeser and Olive is a dangerous intersection as it is—made all the more so by the amount of foot traffic crossing over to Walgreens and Froyo. Adding more cars is not going to help matters.

It is sometimes easy to draw lines on a map and overlook the very real impact such projects have on the lives of Creve Coeur citizens. I would invite you to come visit my house.....and walk the yard....and understand why this isn't a great idea. I would also invite you to meet the disabled girl who lives next door—whose bedroom will back up to this. How do you measure the impact on her quality of life?

Waterway has a well-established operation less than 1 mile from the proposed site—and away from residential property. If the City intends to allow Waterway to pursue this project, it should also require them to buy out the adjacent properties. Waterway would then be free to sell to someone who chooses to live next to such a development. If it really isn't going to have an impact—Waterway's risk would be zero. Better for them to take that risk than ask the neighbors to do so.

Sincerely

Vincent Gaffigan

314-812-3227

From: James Faron [mailto:jfaron@crevecoeurmo.gov]

Sent: Tuesday, October 31, 2017 11:31 AM

To: tbrg74@aol.com; lsberry@swbell.net; Gloria Bilchik; Mark Bronson; Gaffigan, Vince; cathy hoehn; sarahlord511@gmail.com; Dick; JoAnn Sanditz; Ed Schmid

Cc: Barry Glantz; Mark Perkins; Jason Jaggi; Whitney Kelly; Alexis Travers

Subject: Waterway Development at Olive and Graeser

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Attachment: Public Comments Received by 2PM on November 3, 2017 (#17-032: Text Amendment to Section 405.470(A)(13)(C) Gasoline

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Whitney Kelly <wkelly@crevecoeurmo.gov>

Waterway Gas & Wash at Graeser and Olive

reon1@aol.com <reon1@aol.com>
To: mayor-council@crevecoeurmo.gov
Cc: wkelly@crevecoeurmo.gov

Thu, Oct 5, 2017 at 10:04 AM

The proposed Waterway Gas & Wash at Graeser and Olive is not a good idea.

Traffic and noise (continuous vacuum noise) will be awful.

Please say no.

Dick O'Neill
150 Brooktrail Ct

Attachment: Public Comments Received by 2PM on November 3, 2017 (#17-032: Text Amendment to Section 405.470(A)(13)(C) Gasoline

Kenneth and Susan Eiger
11011 Martin Grove Lane
Creve Coeur, MO 63141

November 1, 2017

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

Dear Ms. Kistner:

We are writing this to express our extreme distress over the proposal to rezone in order for Waterway gas station / car wash to be built on Olive Boulevard, behind and next to our residential neighborhood. As discussed below, part of this relates to the negative impact this will have on our disabled daughter.

As this question is considered we wonder how issues concerning the health of the nearby residents factors into the ultimate decisions. To help in the deliberations as this is discussed by the commission, we want to make sure you are aware that we have a physically disabled daughter with severe health issues who is completely bed ridden. The only room in the house in which she is able to live has direct exposure to the proposed gas station / car wash. This raises significant issues with noise, light and privacy, which relate not only to her but to everyone else in the house as well. As you can see from the way that our house is built, it is fairly tall which would make it hard for us to not be adversely impacted.

For Liz in particular, the noise, noxious fumes and additional lights coming into her room would certainly be extremely detrimental to her health. From the perspective of possible accommodations, as mentioned above, we live in a fairly tall 2 story house. To block nothing but the light would almost certainly require a 3-4 story wall. On top of that, it's hard to understand what could be done to keep the noxious fumes from drifting with the breeze.

For Liz, noise causes her extreme levels of pain. While we understand that the machinery may be in an enclosed building, the noise will certainly be heard as cars enter and exit the building.

It's hard to believe that the significant negative impact on a voting resident's health wouldn't be among the first questions considered. To the extent that this matters we would be happy to have further discussions at your earliest convenience.

Sincerely yours,





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

**APPLICATION TO PLANNING AND ZONING COMMISSION
#17-033 FOR AN AMENDMENT TO THE CITYPLACE CAMPUS MASTER
SIGN PLAN TO ALLOW A FREESTANDING LEASE INFORMATION SIGN**

FOR THE MEETING OF: Monday, November 6, 2017

LOCATION: CityPlace Campus. The properties are zoned CB-Core Business

REQUEST: Chris Woods, of Redico, on behalf of RNSI CityPlace Owner, LLC, has submitted an application to amend the master sign plan for the entire CityPlace Campus. Section 405.950.J. Master Sign Plans, allows the City Council the flexibility to approve additional signs for planned developments and large campus developments of three or more buildings with a minimum of ten acres, subject to certain requirements and conditions. The application would allow for an additional real estate sign for the CityPlace Retail Building at 11615 Olive Boulevard. The primary expectations for any master sign plan are that it will increase public convenience by providing better direction information and that the signs will do so with a well-designed, coordinated appearance throughout the campus, while lessening the confusion and visual clutter caused by a proliferation of signs competing for the attention of pedestrian and vehicular traffic; and enhance the attractiveness and economic well-being of the City of Creve Coeur.

ADDITIONAL INFORMATION: The CityPlace Campus originally received approval for a Master Sign Plan in 1999 that specified in exchange for the larger ground signs along Olive Boulevard that no separate leasing sign was allowed, per Ordinance No. 1989. This condition was carried over to Ordinance 2193, approved in 2002, Ordinance 4059 in 2006, and by Ordinance 5169 in 2011. In 2013, with the development of the former Fresh Market site, Ordinance No. 5346 provided for a free standing real estate sign at this location was permitted to represent the entire campus. This condition was again included in the current Ordinance No. 5454 governing signs for the Campus when additional ground monument signs and wall signs were approved.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?
- Consistency in design, materials, and siting
- Visual clutter
- Protection of pedestrian and vehicular traffic safety from the proliferation of signs.

Creve Coeur 2030 Comp. Plan References

- Central Business District

Zoning Code References

- Article VIII Sign Regulations
405.950.6 Master Signage Plans
- Section 405.1080: Site Concept, Site Development And Minor Site Plan Approval

APPLICANT: Chris C. Woods
Redico
2 CityPlace Dr., Suite 460
Creve Coeur, MO 63141

APPLICANT'S REPRESENTATIVE: RNSI
One Towne Square, Suite 1600
Southfield, MI 48076



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: November 1, 2017
ATTACHMENTS: Applicant's Materials received September 22
Draft Ordinance
Ordinance Nos. 5454, 5386, 5346, 5169, 4059, 2193, and 1989

BACKGROUND AND MASTER SIGN PLAN PROPOSAL

As discussed above, the primary expectations for any master sign plan are that it will increase public convenience by providing better direction information and that the signs will do so with a well-designed, coordinated appearance throughout the campus, while maintaining the overall purpose of the City's Sign Regulations of encouraging the effective use of signs as a means of communication, to maintain and enhance the aesthetic appearance of the City and to facilitate and improve pedestrian and vehicular traffic safety, while lessening the confusion and visual clutter caused by a proliferation of signs competing for the attention of pedestrian and vehicular traffic; and enhance the attractiveness and economic well-being of the City of Creve Coeur.

The CityPlace Campus originally received approval for a Master Sign Plan by Ordinance No.1989, in 1999, where under Section 2, subsection 1(b) the ordinance stated: "For the retail section, the applicant may maintain retail wall signage and a retail monument sign along Olive Boulevard in exchange for not placing any for lease signs." This requirement was included in Ordinance 2193 for a revised master sign plan for the Campus, approved in 2002, where condition 11 under Section 2 states that "All leasing information signage for the development should be placed on the building monument signs. No additional leasing signs shall be permitted." This condition was included in a revision in Ordinance 4059 in 2006 under Section 2 condition 3. The master sign plan for the CityPlace Campus was then again revised in 2011 to allow for an additional ground monument sign for the St. Luke's Building south of Olive Boulevard by Ordinance 5169 in 2011. Under Section 3 condition 6 states that "all leasing information signage for the development should be placed on the building. No additional leasing signs shall be permitted." (Staff inadvertently left out the remaining phrase that indicated it is to be on the "building monument sign.")

In 2013, with the development of the Fresh Market site, Ordinance No. 5346 provided for a free standing real estate sign under condition 8 of Section 3, where it states:

8. All leasing information signage for the City Place Campus shall be placed on the building. No additional leasing signs shall be permitted, except as follows:
 - a. One sign, in conformance with Section 450.950.F, Multi-Tenant Real Estate Information Signs, shall be permitted on the lot in the northeast quadrant of CityPlace Drive and Olive Boulevard, provided that no administrative variance to the minimum 150-foot separation from any other monument sign may be granted.

And where condition 2 of the ordinance stated that no Ground monument sign was to be provided at this corner in consideration of the larger wall signs for the proposed building. This was also due to the greater number and larger ground monument signs and wall signs already provided throughout the CityPlace Campus through the prior approvals.

The allowance for one real estate sign at this location was included to represent the entire campus. This condition was again included in the amendment to allow for a second 108.3 square wall sign on the west elevation of CityPlace Three, and then again included in the current Ordinance No. 5454 governing sign for the Campus when additional wall signs than otherwise would have been allowed for several of the retail spaces within the center and several other office building signs throughout the Campus.

The Applicants are seeking to have a free standing real estate sign between the existing large multi-tenant retail ground monument sign, and within 100 feet of the monument sign and the Campus ID monument sign and placed seven feet from the sidewalk along Olive Boulevard to correspond to the retail center. The Representatives of the Fresh Market Site have not been willing to allow for a free standing real estate sign as they find them out of character with the quality of development and that it would not represent their property. The proposed ground sign represents a fourth sign for the retail center where without the master sign plan provision, it would only qualify for one ground monument sign, and one real estate sign.



Figure 1: Close-up page 6 of the revised Master Sign Plan for the campus indicating location of the proposed leasing sign with the existing monument signs, and their corresponding image.

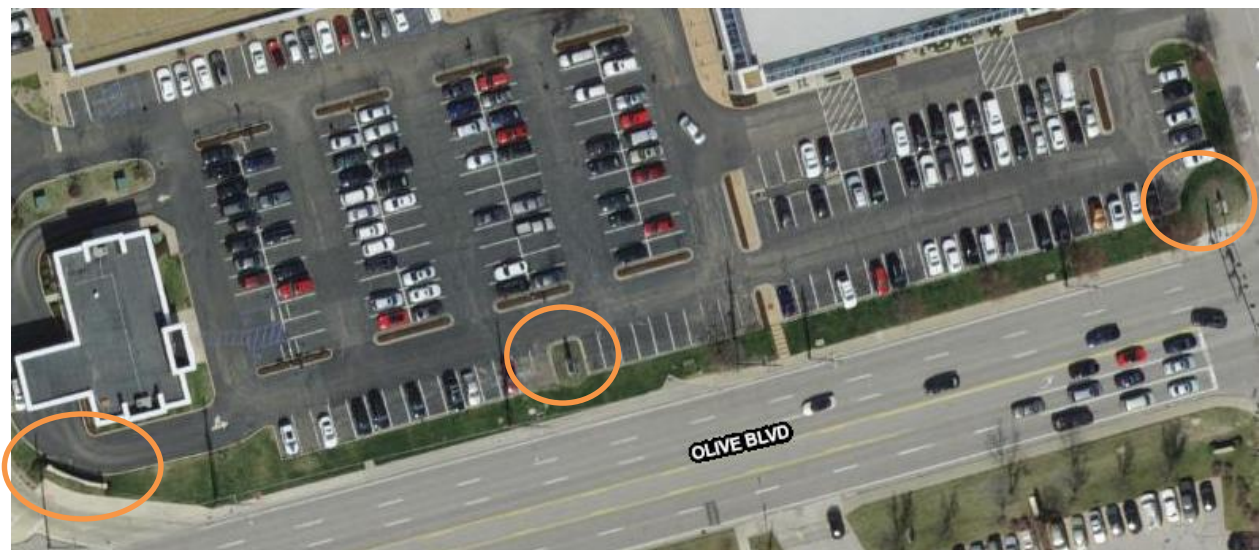


Figure 2: Image from the City's GIS of the area in front of the CityPlace Retail Buildings with the existing Ground Monument signs indicated.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

Direction	Use	Zoning District	Separated by
North	Retail/Commercial	CB-Core Business District	
South	Retail/Commercial	CB-Core Business District	N/A
East	Retail/Commercial	CB-Core Business District	Olive Boulevard
West	Retail/Commercial	CB-Core Business District	

COMPREHENSIVE PLAN REVIEW

The CityPlace Campus is within the Central Business District (CBD) Place Type of the *Creve Coeur 2030 Plan*, that is designed to create an intense, urban thoroughfare setting along Olive Boulevard on large development parcels, where signage recommendations for primary and secondary streets states that wall signage is preferred; however consideration should be given to allow monument sign for multi-tenant, multi-use developments on larger properties at the primary entrance to the shared parking facility. (p.77)

The Design Guidelines offer further recommendations in reviewing signs, by recommending that sign plans include a consistency of materials, siting, and design. Specifically, all signs are to be architecturally integrated and complement their surroundings in terms of size, shape, color, texture and lighting. Signs are to complement the overall design of the building and are not to be designed to be in visual competition with other signs in the area. New signs proposed for existing buildings should provide a compatible appearance with other building signage. Where no sign program exists there should be an attempt to bring in a unifying element (such as size). (Chapter 5, page 17).

The proposal is inconsistent with these recommendations, and with the allowance of the prior approved ground monument signs. The new real estate sign adds a fourth ground sign along the frontage of the retail buildings, where under the standard requirements of City's Sign regulations only one monument sign and real estate sign would be allowed. Further the overall design lacks any coordination with the existing signs, and only adds to the visual clutter along Olive Boulevard. Staff suggests options include modifying the existing ground sign to allow for a leasing information panel, or eliminating one of the existing campus ID signs to allow or the real estate sign, or provide a location for leasing information on the building at the ground floor level. Staff recommends that should the Commission find the need for a separate sign necessary, having a black background with white letters to be consistent with the existing signage for the Campus. Further, Staff has included that the sign shall be a minimum of 15 feet from the edge of pavement, and seven feet from the sidewalk as shown in the Exhibit, whichever is greater, and on private property, to be consistent with the Sign Regulations recently approved by the Planning and Zoning Commission and currently pending before Council.

ZONING CODE REVIEW

All signs within the City are regulated under Article VIII of the Zoning Ordinance. The purpose of the Sign Regulations are to encourage the effective use of signs as a means of communication, to maintain and enhance the aesthetic appearance of the City and to facilitate and improve pedestrian and vehicular traffic safety, and to lessen confusion and visual clutter caused by a proliferation of signs competing for attention.

The Master Signage Plan allows for deviation from the sign regulations on large campuses in order to provide for a more consistent program as to ensure convenience to the visitor, user or occupant of the development while not adding to street clutter or otherwise detracting from the planned unit nature of the development. All signs shall be in scale and harmonious with the development and provide an overall design theme throughout the campus in a comprehensive manner. The prior plan authorized much larger and a greater number of wall signs and ground signs throughout the campus. However, such deviations should be reasonable and in keeping with the overall intent of the Code. Staff has some concerns with the

placement of additional real estate sign, given the number of signs already provided for the Campus and the prior conditions since 1999 that all real estate information should be within the sign area provided on the monument signs. Staff has also indicated that once a tenant leaves a retail space, the leasing information can be provided within the allowed window signage up to 20% of the window space under Section 405.950(G)(1) Window signs.

FORM OF THE DRAFT ORDINANCE

Should the Commission find persuasive CityPlace's reasoning for a fourth ground sign in front of the CityPlace Retail buildings as a separate real estate sign, attached is a draft ordinance repealing and replacing the prior Ordinance with a new one that contains the following customary conditions consistent with the prior approval, and to allow for one real estate sign to serve for the entire City Place campus at the retail center, with Staff's suggestion that the sign be revised to be of a consistent color scheme of black with white lettering for design consistency, and that it cannot be used for any other purpose:

The conditions for this request are:

- The Applicant shall follow the Master Signage Plan received September 22, 2017 as prepared by Kuhlmann Leavitt, Inc. for all new or altered signage on the campus, as approved by the City of Creve Coeur. The location, size, shape, color, type, and design of each sign shall not substantively depart from the Master Sign Plan, unless approved by the City of Creve Coeur.
- All leasing information signage for the City Place Campus shall be placed within the existing ground monument signs. No additional leasing signs shall be permitted, except as follows:
 - a. One sign, in conformance with Section 450.950.F, Multi-Tenant Real Estate Information Signs, shall be permitted on in front of the CityPlace Retail Building as shown in the Master Sign Plan Exhibit to serve for the entire campus provided that:
 - i. The sign shall be redesigned to be consistent in color scheme with the existing ground monuments of black background with white lettering.
 - ii. The sign shall be located a minimum of 15 feet from the edge of pavement, and seven feet from the sidewalk as shown in the Exhibit, whichever is greater, and outside of the right-of-way.
 - iii. Such sign may only be used for leasing information and is not subject to the substitutability allowance under Section 405.930(J) of the City's Sign Regulations.
- The Applicant shall submit sign permit application for the proposed sign.

Below are the conditions that are carried over from the previous amendments and included within the revised Ordinance for consistency:

- No additional permanent signage is allowed for the campus except as provided in the Master Sign Plan.
- The sign area for the Primary Tenant Façade sign for CityPlace Five building shall not exceed 50 square feet.
- The Campus Monument Sign at CityPlace Drive and North New Ballas Road shall not exceed the height and sign area of the existing monument signs and landscaping shall be provided at the base of the monument sign in an amount equal to two and one-half square feet (2.5) for each square foot of sign area.
- A 108.3 square foot wall sign on the west elevation of CityPlace Three is permitted.
- No ground monument sign shall be approved for the lot at the corner northeast corner of Olive Boulevard and City Place Drive, in consideration of the larger wall signs for the proposed building at 75 square feet identified as 4F within the Master Sign Plan Exhibit attached hereto.
- The ground monument sign at 11550 Olive Boulevard, identified as 4M within the Master Sign Plan Exhibit shall be no larger than 24 square feet per sign face.

- All temporary banners and window signs shall be in compliance with Section 405.950.G Temporary or Incidental Signs, except for the lot in the northeast quadrant of CityPlace Drive and Olive Boulevard, where the window signage is limited to the two pairs of windows to the right and left of the main entrance along the west elevations. No window signage is allowed on the tower element.
- The permitted signage for the building identified as R.07 in the Master Sign Plan (CityPlace Lot 12) shall be consistent in size, location, and design for non-retail buildings with a maximum sign area of 50 square feet as provided in the Master Sign Plan.

CONCLUSION AND ACTION

If the Planning and Zoning Commission finds that the Master Sign Plan proposal for the additional real estate sign is consistent with the purpose and requirements of Article VIII, a recommendation to the City Council for approval is necessary. Action on the proposal will come in the form of a recommendation of approval, approval with conditions, or denial. The following is an example of an appropriate motion for this application:

“I move to recommend approval of the amendment to the Master Signage Plan for the CityPlace Campus, as submitted with Application #17-033, to allow for a free standing real estate sign subject to the conditions contained in the draft ordinance attached to the staff report for the meeting of November 6, 2017” (conditions may be added, eliminated, or modified by preceding motion).

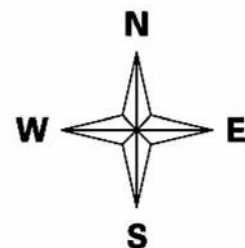
APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES

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.

Attachment: 17-033.City Place Retail Master Sign Plan Amend.Staff Report.11-6-2017 (#17-033 CityPlace Master Sign Plan Amendment)



APPENDIX 4: SITE PHOTOGRAPHS

Taken: 11/02/2017



Description: View looking east along Olive Boulevard at the existing monument sign adjacent.



Description: View of the existing retail sign from along Olive Boulevard



Description: View looking west at the existing monument sign.



Description: View looking north at the existing directional sign into the entrance of the retail development from CityPlace Drive.



CITY PLACE

City Place Campus
Signage Master Plan Updates

24 August 2017

KLI KUHLMANN LE AVITT, INC.

Corporate

- C.01 CityPlace One
- C.02 CityPlace Two
- C.03 CityPlace Three
- C.04 CityPlace Four
- C.05 CityPlace Five
- C.06 CityPlace Six
- C.07 The Oak's

Retail, Mixed Use, Condo & Lot

- R.01 CityPlace Retail & Mixed Use
- R.02 Tenant
- R.03 McDonald's
- R.04 St. Luke's
- R.05 US Bank
- R.06 CityPlace Condominiums
- R.07 Office Building

Parking

- G.01 CityPlace One Parking East
- G.02 CityPlace One Parking West
- G.03 CityPlace Two Parking
- G.04 CityPlace Three Parking
- G.05 CityPlace Four Parking
- G.06 CityPlace Six Parking



CityPlace Campus Buildings

Campus ID

1



Monuments

Existing Campus Monument sign with stainless steel or white logotypes, both sides; stud mount logotype flush to monument face; filler/adhesive as required by conditions; no fasteners visible on face of letters; sign fabricator responsible for engineering of all elements including stud diameter, length and quantity to sufficiently attach letters to monument surface and to be as vandal proof as possible. As Monument signs are updated they will be internally illuminated and letters will be modified as required to emit light.



Facades

Sign type to consist of brushed aluminum with backlit letters, halo lit or unlit depending on location and use; letters to be no thinner than 2” deep and no thicker than 8” deep; internally lit letters to be faced with iridescent, translucent material for daylight conditions but should appear as “soft white” illumination at night; exact specifications for the aforementioned material will be determined when construction documents are prepared; sign fabricator to be responsible for engineering of all structural support and anchoring/ filler/adhesive of mounted elements as needed to meet windload and weight requirements; all fasteners to be invisible to viewer.



Entries

Sign type to consist of polished stainless numerals mounted to top of entry doors with CityPlace logo mounted below on door face; sign fabricator to be responsible for engineering of all structural support and anchoring/filler/adhesive of mounted elements as needed to meet windload and weight requirements; all fasteners to be invisible to viewer.

Primary Tenant

2



Facades

Signs consist of internally illuminated dimensional letters or halo lit letters mounted to building faces; letters to be no thinner than 3” deep and no thicker than 8” deep; internally lit letters to be faced with iridescent, translucent material for daylight conditions but should appear as “soft white” illumination at night; halo lit letters should appear as “soft white” illumination at night; exact specifications for the aforementioned material will be determined when construction documents are prepared; sign fabricator to be responsible for engineering of all structural support and anchoring/ filler/adhesive of mounted elements as needed to meet windload and weight requirements; all fasteners to be invisible to viewer.

Campus, Tenant & Directional Signage

Multi-Tenant

3



Monuments

Existing Campus Monument sign with stainless steel logotype, both sides; stud mount logotype flush to monument face; filler/adhesive as required by conditions; no fasteners visible on face of letters; sign fabricator responsible for engineering of all elements including stud diameter, length and quantity to sufficiently attach letters to monument surface and to be as vandal proof as possible; tenant logos to be computer cut adhesive backed white vinyl.



Cubes

Sign consists of 8’ – 0” x 8’ – 0” x 8’ – 0” backpainted tempered glass cube, paint color black; top of cube to be other material to be de determined; cube mounts onto a recessed 5” ht visible concrete base/ footing; sign fabricator to be responsible for all internal structural support, substrate and footing as needed to meet windload and weight requirements; internal support must be concealed from view, all fasteners to be invisible to viewer; logos to be computer cut adhesive backed white vinyl.



Buildings

1/8” thick painted aluminum metal panel flush mounted to building face; changeable metal sign panels with cut vinyl graphics applied to face; filler/ adhesive as required by conditions; no fasteners visible on face of panels; sign fabricator responsible for engineering of all elements including stud diameter, length and quantity to sufficiently attach letters to building surface and to be as vandal proof as possible

Single Tenant Retail

4



Facades

Signs consist of internally illuminated dimensional letters or halo lit letters mounted to building faces; letters to be no thinner than 3” deep and no thicker than 8” deep; internally lit letters to be faced with iridescent, translucent material for daylight conditions; halo lit letters should appear as “soft white” illumination at night; exact specifications for the aforementioned material will be determined when construction documents are prepared; sign fabricator to be responsible for engineering of all structural support and anchoring/filler/adhesive of mounted elements as needed to meet windload and weight requirements; all fasteners to be invisible to viewer.



Monuments

Monument signs (structure and graphics) should be designed to compliment the architecture of the building they are identifying; graphics should be flush mounted or pin mounted to monument face; graphics may be internally illuminated, halo lit or externally illuminated; filler/adhesive as required by conditions; no fasteners visible on face of letters; sign fabricator responsible for engineering of all elements including stud diameter, length and quantity to sufficiently attach letters to monument surface and to be as vandal proof as possible.

Campus, Tenant & Directional Signage

Multi-Tenant Retail

5



Type on Rail

Signs consist of internally illuminated dimensional letters or unlit letters mounted to a raceway on the canopy; letters to be no thinner than 2” deep and no thicker than 8” deep; internally lit letters to be faced with iridescent, translucent material for daylight conditions but should appear as “soft white” illumination at night; exact specifications for the aforementioned material will be determined when construction documents are prepared; sign fabricator to be responsible for engineering of all structural support and anchoring/filler/adhesive of mounted elements as needed to meet windload and weight requirements; all fasteners to be invisible to viewer.



Facades

Signs consist of internally illuminated dimensional letters or halo lit letters mounted to building faces; letters to be no thinner than 2” deep and no thicker than 8” deep; internally lit letters to be faced with iridescent, translucent material for daylight conditions but should appear as “soft white” illumination at night; halo lit letters should appear as “soft white” illumination at night; exact specifications for the aforementioned material will be determined when construction documents are prepared; sign fabricator to be responsible for engineering of all structural support and anchoring/filler/adhesive of mounted elements as needed to meet windload and weight requirements; all fasteners to be invisible to viewer.

Directional

6



Plinths

Sign to be fabricated from 1/8” thick aluminum; plinth to be painted, color black; messages (arrows and letters) to be computer cut adhesive backed reflective vinyl, color white; plinth to be mounted to concrete base; sign fabricator to be responsible for engineering of all internal structural support, substrate and footing as needed to meet windload and weight requirements; internal support must be concealed from view, all fasteners to be invisible to viewer.



Cubes

Sign consisting of 3’ -0” x 3’ - 0” x 3’ -0” cube fabricated from 1/8” thick aluminum; cube to be painted, color black; messages (arrows and letters) to be computer cut adhesive backed reflective vinyl, color white; logo to be non-reflective vinyl; cube to be mounted to concrete base; sign fabricator to be responsible for engineering of all internal structural support, substrate and footing as needed to meet windload and weight requirements; internal support must be concealed from view, all fasteners to be invisible to viewer.



Secondary Posts & Panels

Panels to be 1/8’ painted aluminum; CityPlace campus signs to be painted, color black; stand alone retail tenant signs may be painted a color that compliments the tenants primary signage; panel may be two-sided as needed; graphics to be computer cut adhesive backed vinyl; post to be 2” square aluminum tube, painted to match panel; sign to be direct buried in concrete footing as needed to meet windload and weight requirements; sign fabricator to be responsible for engineering all structural support, footing and fasteners as needed to meet windload requirements.

Leasing

7



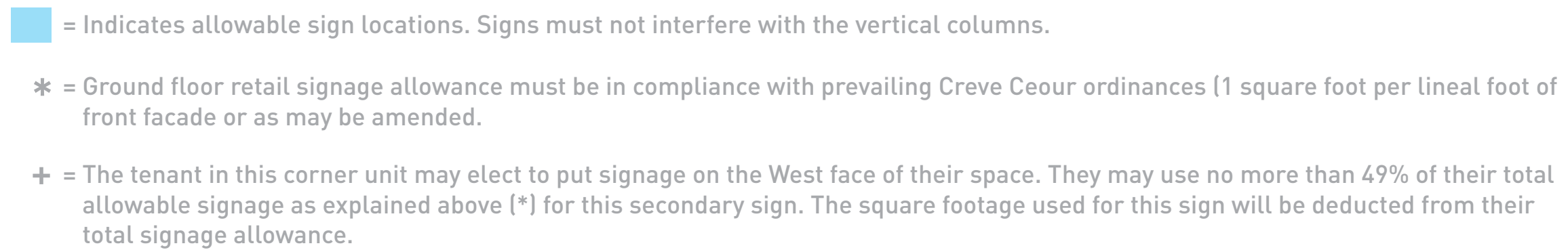
Ground Signs

Sign to be fabricated from 1/8” thick painted aluminum or exterior grade painted wood panel; ; messaging to be computer cut adhesive backed vinyl or digitally printed direct to surface; sign to be direct buried in concrete footing as needed to meet windload and weight requirements; sign fabricator to be responsible for engineering all structural support, footing and fasteners as needed to meet windload requirements.

Campus, Tenant & Directional Signage



Campus, Tenant & Directional Signage



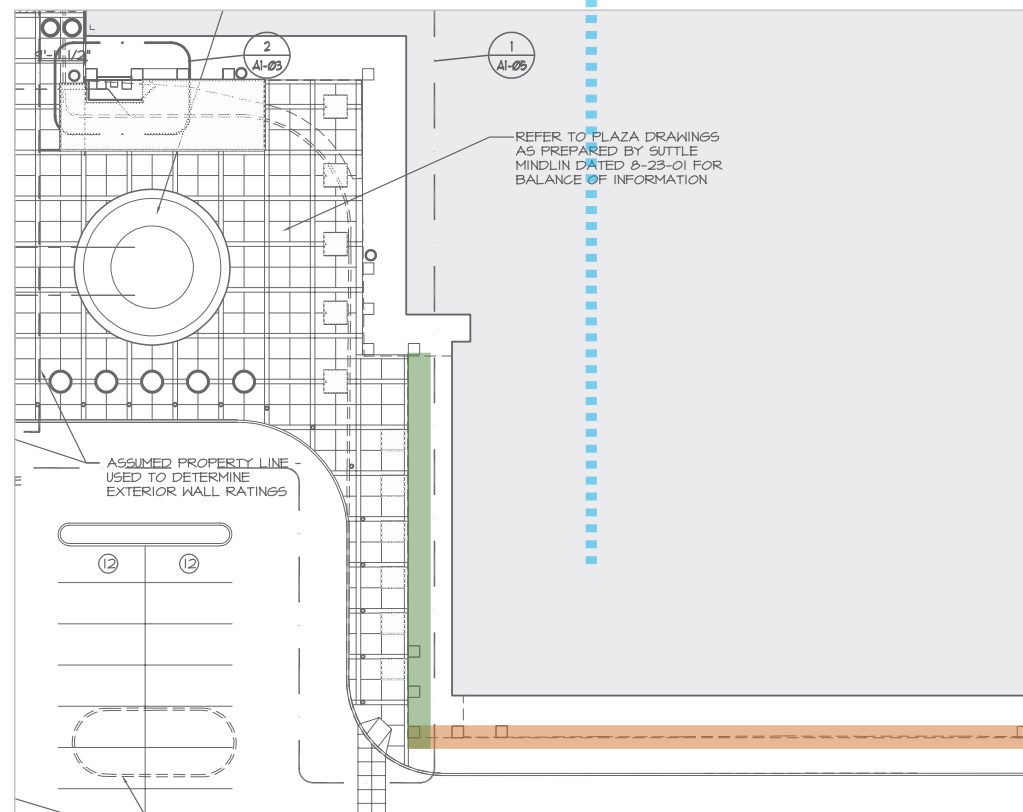
CITY PLACE



^ = Where available, tenants may elect to split their total allowable signage as explained above (*). They may use no more than 10 square feet. The square footage used for this sign will be deducted from their total signage allowance.

Packet Pg. 437

Tenant/Signage



[East Retail Southwest Corner]



[South facing]

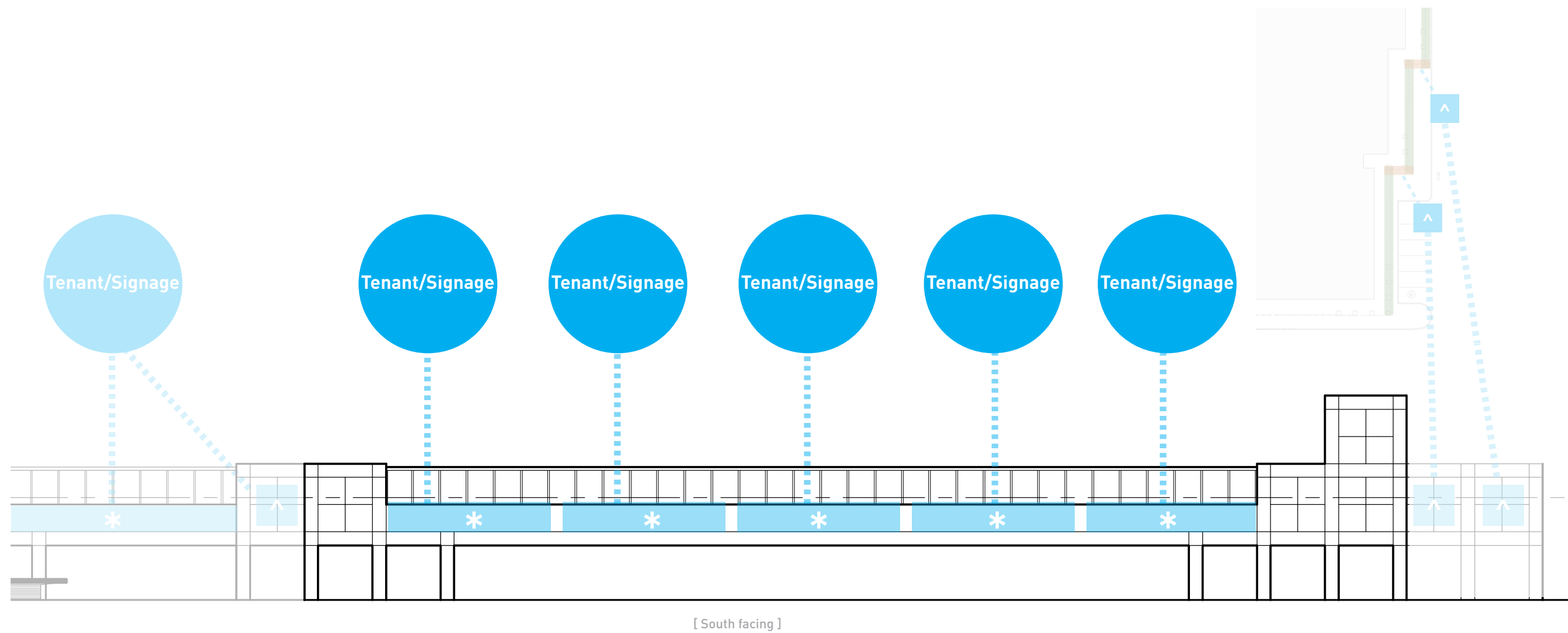


[West facing]

 = Indicates allowable sign locations. Signs must not interfere with the vertical columns.

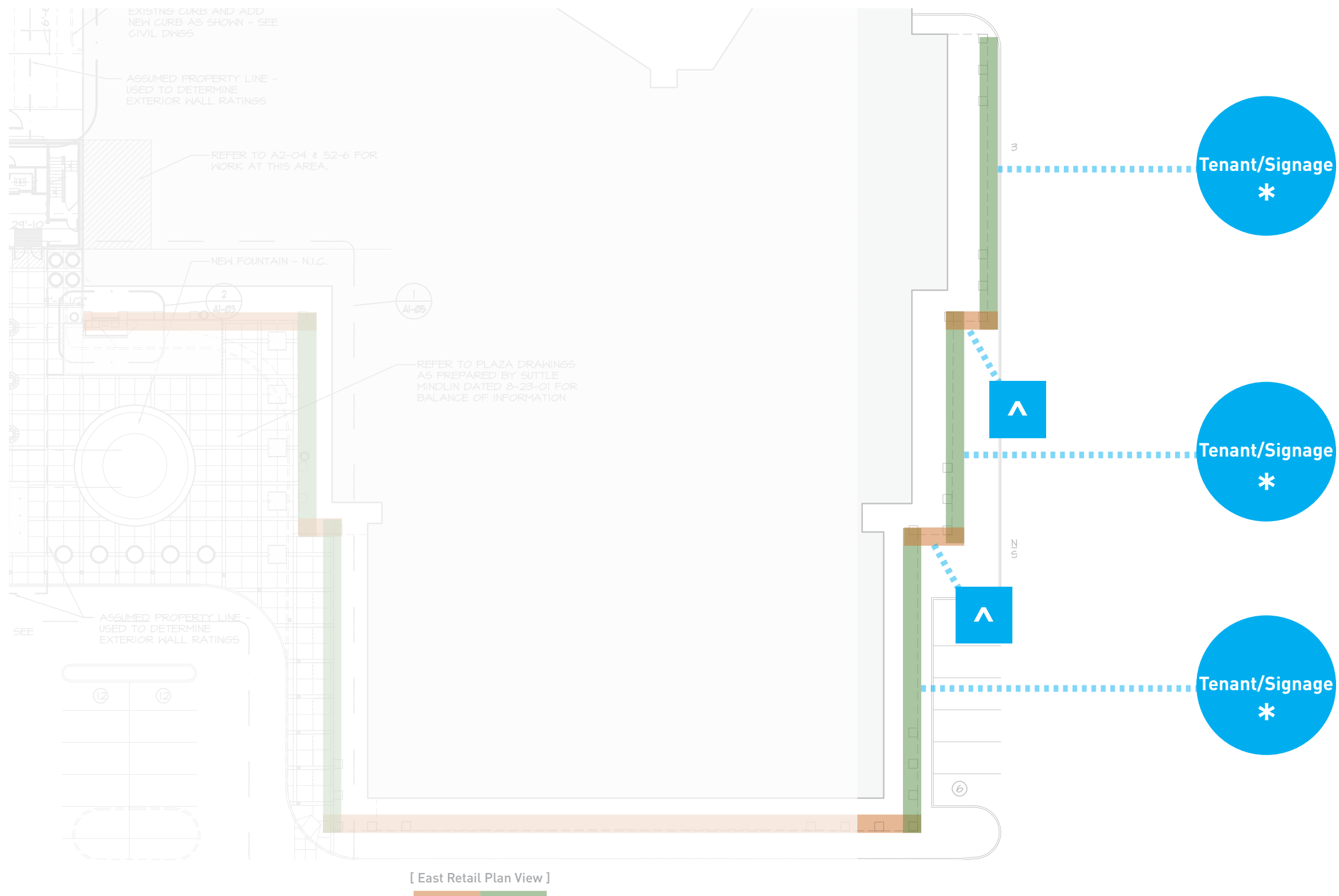
* = Ground floor retail signage allowance must be in compliance with prevailing Creve Ceour ordinances (1 square foot per lineal foot of front facade or as may be amended).

Retail Facade Signage



-  = Indicates allowable sign locations. Signs must not interfere with the vertical columns.
- * = Ground floor retail signage allowance must be in compliance with prevailing Creve Ceour ordinances (1 square foot per lineal foot of front facade or as may be amended).
- ^ = Where available, tenants may elect to split their total allowable signage as explained above (*). They may use no more than 10 square feet. The square footage used for this sign will be deducted from their total signage allowance.

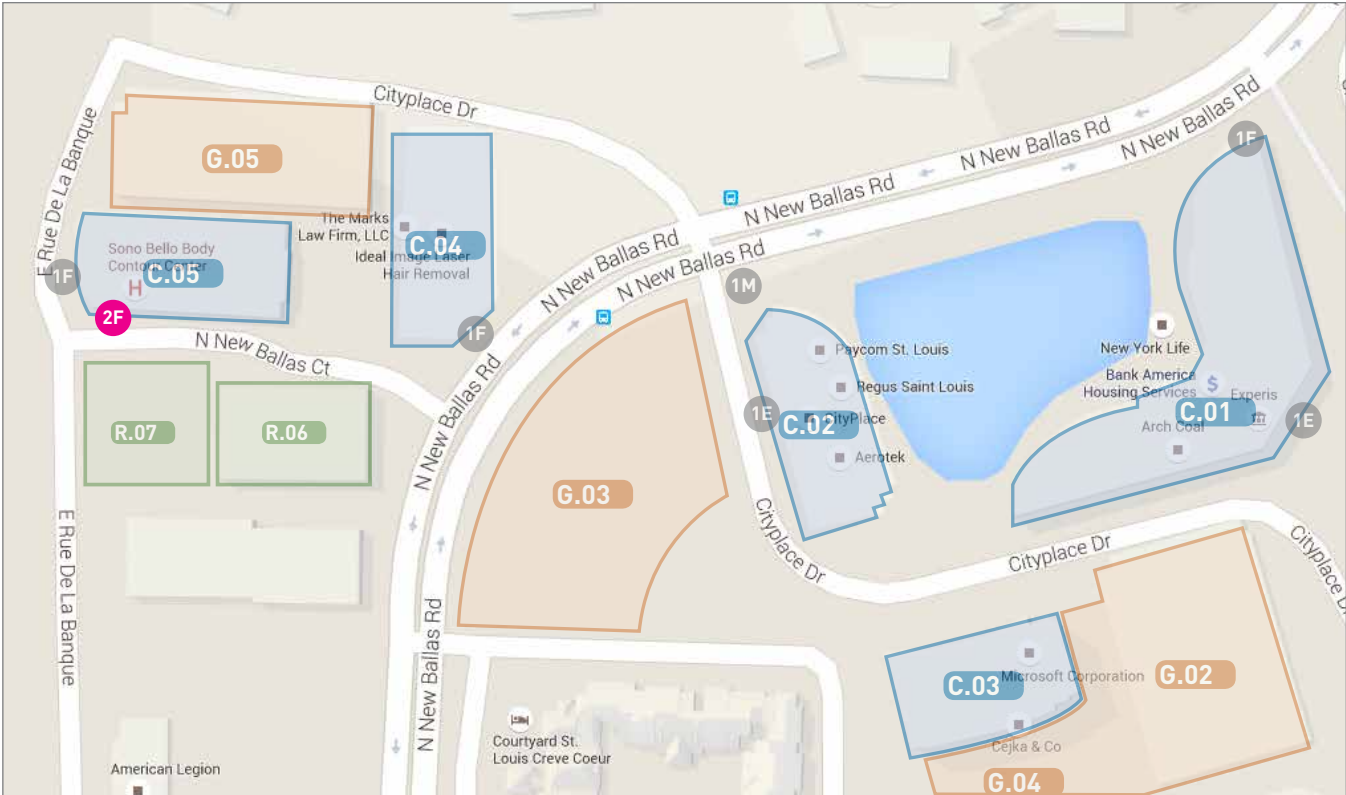
Retail Facade Signage_East Retail



* = Ground floor retail signage allowance must be in compliance with prevailing Creve Ceour ordinances (1 square foot per lineal foot of front facade or as may be amended).

^ = Where available, tenants may elect to split their total allowable signage as explained above (*). They may use no more than 10 square feet. The square footage used for this sign will be deducted from their total signage allowance.

Retail Facade Signage_East Retail



2F = Proposed location for future primary tenant signage. Sign size not to exceed 50 square feet and must consist of individual, dimensional channel letters, silver or white in color. Signs may be internally illuminated.

Proposed Future Primary Tenant Building Signage

BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE REPEALING ORDINANCE NUMBER 5454 AND APPROVING A NEW
MASTER SIGN PLAN PURSUANT TO SECTION 405.950.J OF THE CITY OF CREVE
COEUR'S CODE OF ORDINANCES FOR THE CITYPLACE CAMPUS LOCATED WITHIN
THE "CB" CORE BUSINESS DISTRICT**

WHEREAS, an application was submitted by Chris C. Woods, of Redico, on behalf of the property owners, for an amendment to the previously approved Master Signage Plan for the CityPlace Development to establish signage standards for tenant and campus identification pursuant to Section 405.950.J of the City of Creve Coeur's Code of Ordinances; and

WHEREAS, the boundaries of the Master Signage Plan will be for CityPlace development including all existing and proposed signage as demonstrated in Exhibit 1; and

WHEREAS, Planning and Zoning Commission reviewed and by a ____ vote recommended approval of the subject amendments at its meeting on Monday, November 6, 2017; and

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on Monday, November 6, 2017, beginning at 6:30 p.m., or immediately following the close of the previous public hearing; and

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

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

WHEREAS, the City Council being fully informed finds that approving the application would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest.

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

SECTION 1: Ordinance Number 5454 authorizing a Master Sign Plan for City Place Campus located is hereby repealed.

SECTION 2: A Master Sign Plan attached hereto as Exhibit 1, subject to final revisions as provided herein, is authorized for the CityPlace Campus Pursuant to Section 405.950.6 in the "CB" Core Business Commercial zoning district whose legal description is as follows:

"Lots 1, 3, 4, 5, 6, 8, 9 and 10 of CityPlace Subdivision as shown on the plat thereof recorded at Plat Book 355, Pages 43-46 of the Real Property Records for St. Louis County, Missouri; and also Adjusted Lot 2 of CityPlace Plat Two as shown on the plat thereof recorded at Plat Book 358, Page 313-314 of the Real Property Records for St. Louis County, Missouri; and also, Lot 11A of CityPlace Subdivision Plat Two as shown on the plat thereof recorded at Plat Book 358, Page 33 of the Real Property Records for St. Louis County, Missouri; and also, Units 1 & 2 of CityPlace Condominium created

Attachment: 17-033.CityPlace revised MSP.Draft Ordinance.11-6-2017 (#17-033 CityPlace Master Sign Plan Amendment)

BILL NO. _____

ORDINANCE NO. _____

pursuant to that certain Declaration of Condominium dated April 14, 1988 and recorded at Book 8297, Page 734 of the Real Property Records for St. Louis County, Missouri.”

SECTION 3: Such approval of the Master Signage Plan for the CityPlace Development shall be restricted to the following conditions:

1. The Applicant shall follow the Master Signage Plan received September 22, 2017 as prepared by Kuhlmann Leavitt, Inc. for all new or altered signage on the campus, as approved by the City of Creve Coeur. The location, size, shape, color, type, and design of each sign shall not substantively depart from the Master Sign Plan, unless approved by the City of Creve Coeur.
2. All leasing information signage for the City Place Campus shall be placed within the existing ground monument signs. No additional leasing signs shall be permitted, except as follows:
 - a. One sign, in conformance with Section 450.950.F, Multi-Tenant Real Estate Information Signs, shall be permitted in front of the CityPlace Retail Building as shown in the Master Sign Plan Exhibit to serve for the entire campus provided that:
 - i. The sign shall be redesigned to be consistent in color scheme with the existing ground monuments of black background with white lettering.
 - ii. The sign shall be located a minimum of 15 feet from the edge of pavement, and seven feet from the sidewalk as shown in the Exhibit, whichever is greater, and outside the right-of-way.
 - iii. Such sign may only be used for leasing information and is not subject to the substitutability allowance under Section 405.930(J) of the City’s Sign Regulations.
3. The Applicant shall submit sign permit application for the proposed sign.
4. No additional permanent signage is allowed for the campus except as provided in the Master Sign Plan.
5. The sign area for the Primary Tenant Façade sign for CityPlace Five building shall not exceed 50 square feet.
6. The Campus Monument Sign at CityPlace Drive and North New Ballas Road shall not exceed the height and sign area of the existing monument signs and landscaping shall be provided at the base of the monument sign in an amount equal to two and one-half square feet (2.5) for each square foot of sign area.
7. A 108.3 square foot wall sign on the west elevation of CityPlace Three is permitted.
8. No ground monument sign shall be approved for the lot at the corner northeast corner of Olive Boulevard and City Place Drive, in consideration of the larger wall signs for the proposed building at 75 square feet identified as 4F within the Master Sign Plan Exhibit attached hereto.
9. The ground monument sign at 11550 Olive Boulevard, identified as 4M within the Master Sign Plan Exhibit shall be no larger than 24 square feet per sign face.
10. The permitted signage for the building identified as R.07 in the Master Sign Plan (CityPlace Lot 12) shall be consistent in size, location, and design for non-retail buildings with a maximum sign area of 50 square feet as provided in the Master Sign Plan.
11. All temporary banners and window signs shall be in compliance with Section 405.950.G Temporary or Incidental Signs, except for the lot in the northeast quadrant of CityPlace Drive and Olive Boulevard, where the window signage is limited to the two pairs of windows to the right and left of the main entrance along the west elevations. No window signage is allowed on the tower element.

BILL NO. _____

ORDINANCE NO. _____

SECTION 4: The Master Signage Plan, and all components thereof, shall be demonstrated as the attached Exhibit 1, as revised consistent herewith.

SECTION 5: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2017.

DR. ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2017.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN
CITY CLERK

BILL NO. 5576ORDINANCE NO. 5454

**AN ORDINANCE REPEALING ORDINANCE NUMBER 5386 AND APPROVING A NEW
MASTER SIGN PLAN PURSUANT TO SECTION 405.950.J OF THE CITY OF CREVE
COEUR'S CODE OF ORDINANCES FOR THE CITYPLACE CAMPUS LOCATED WITHIN
THE "CB" CORE BUSINESS DISTRICT**

WHEREAS, an application was submitted by Chris C. Woods, of Redico, on behalf of the property owners, for an amendment to the previously approved Master Signage Plan for the CityPlace Development to establish signage standards for tenant and campus identification pursuant to Section 405.950.J of the City of Creve Coeur's Code of Ordinances; and

WHEREAS, the boundaries of the Master Signage Plan will be for CityPlace development including all existing and proposed signage as demonstrated in Exhibit 1; and

WHEREAS, Planning and Zoning Commission reviewed and by a 5-0 vote recommended approval of the subject amendments at its meeting on Monday, December 21, 2015; and

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on December 21, 2015, beginning at 6:00 p.m., or immediately following the close of the previous public hearing; and

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

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

WHEREAS, the City Council being fully informed finds that approving the application would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest.

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

SECTION 1: Ordinance Number 5386 authorizing a Master Sign Plan for City Place Campus located is hereby repealed.

SECTION 2: A Master Sign Plan attached hereto as Exhibit 1, subject to final revisions as provided herein, is authorized for the CityPlace Campus Pursuant to Section 405.950.6 in the "CB" Core Business Commercial zoning district whose legal description is as follows:

"Lots 1, 3, 4, 5, 6, 8, 9 and 10 of CityPlace Subdivision as shown on the plat thereof recorded at Plat Book 355, Pages 43-46 of the Real Property Records for St. Louis County, Missouri; and also Adjusted Lot 2 of CityPlace Plat Two as shown on the plat thereof recorded at Plat Book 358, Page 313-314 of the Real Property Records for St. Louis County, Missouri; and also, Lot 11A of CityPlace Subdivision Plat Two as shown on the plat thereof recorded at Plat Book 358, Page 33 of the Real Property Records for St. Louis County, Missouri; and also, Units 1 & 2 of CityPlace Condominium created pursuant to that certain Declaration of Condominium dated April 14, 1988 and recorded at Book 8297, Page 734 of the Real Property Records for St. Louis County, Missouri."

SECTION 3: Such approval of the Master Signage Plan for the CityPlace Development shall be subject to the following conditions:

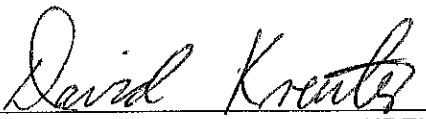
BILL NO. 5576ORDINANCE NO. 5454

1. Prior to the issuance of a sign permit the applicant shall submit a revised Exhibit 1 for all of the CityPlace Signs as approved herein.
2. The sign area for the Primary Tenant Façade sign for CityPlace Five building shall not exceed 50 square feet.
3. The Campus Monument Sign at CityPlace Drive and North New Ballas Road shall not exceed the height and sign area of the existing monument signs and landscaping shall be provided at the base of the monument sign in an amount equal to two and one-half square feet (2.5) for each square foot of sign area.
4. The applicant shall submit sign permit and/or building permit applications for proposed signs referred to in the Master Sign Plan that currently do not possess a sign permit.
5. The applicant shall follow the Master Signage Plan received November 20, 2015 as prepared by Kuhlmann Leavitt, Inc. for all new or altered signage on the campus, as approved by the City of Creve Coeur. The location, size, shape, color, type, and design of each sign shall not substantively depart from the Master Sign Plan, unless approved by the City of Creve Coeur.
6. No additional permanent signage is allowed for the campus except as provided in the Master Sign Plan.
7. A 108.3 square foot wall sign on the west elevation of CityPlace Three is permitted.
8. No ground monument sign shall be approved for the lot at the corner northeast corner of Olive Boulevard and City Place Drive, in consideration of the larger wall signs for the proposed building.
9. The ground monument sign at 11550 Olive Boulevard shall be no larger than 24 square feet per sign face.
10. All temporary banners and window signs shall be in compliance with Section 405.950.G Temporary or Incidental Signs, except for the lot in the northeast quadrant of CityPlace Drive and Olive Boulevard, where the window signage is limited to the two pairs of windows to the right and left of the main entrance along the west elevations. No window signage is allowed on the tower element.
11. All leasing information signage for the City Place Campus shall be placed on the building. No additional leasing signs shall be permitted, except as follows:
 - a. One sign, in conformance with Section 450.950.F, Multi-Tenant Real Estate Information Signs, shall be permitted on the lot in the northeast quadrant of CityPlace Drive and Olive Boulevard, provided that no administrative variance to the minimum 150-foot separation from any other monument sign may be granted.
12. The permitted signage for the building identified as R.07 in the Master Sign Plan (CityPlace Lot 12) shall be consistent in size, location, and design for non-retail buildings as provided in the Master Sign Plan.

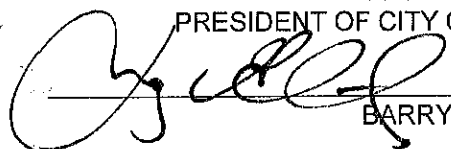
SECTION 4: The Master Signage Plan, and all components thereof, shall be demonstrated as the attached Exhibit 1, as revised consistent herewith.

SECTION 5: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

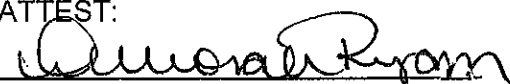
ADOPTED THIS 25 DAY OF January, 2016.


 DAVID KREUTER
 PRESIDENT OF CITY COUNCIL

APPROVED THIS 25 DAY OF January, 2016.


 BARRY GLANTZ
 MAYOR

ATTEST:


 DEBORAH RYAN, CITY CLERK

Attachment: Ordinance No. 5454 (#17-033 CityPlace Master Sign Plan Amendment)

**AN ORDINANCE REPEALING ORDINANCE NUMBER 5346 AND APPROVING A NEW
MASTER SIGN PLAN PURSUANT TO SECTION 405.950.J OF THE CITY OF CREVE
COEUR'S CODE OF ORDINANCES FOR THE CITYPLACE CAMPUS LOCATED WITHIN
THE "CB" CORE BUSINESS DISTRICT**

WHEREAS, an application was submitted by Chris Carlson, of Lockton Companies, on behalf of the property owners, for an amendment to the previously approved Master Signage Plan for the CityPlace Development to allow for an additional 108.3 square foot wall sign on the west elevation of the building at Three CityPlace Drive, pursuant to Section 405.950.J of the City of Creve Coeur's Code of Ordinances, to include new building signage; and

WHEREAS, the boundaries of the Master Signage Plan will be for CityPlace development including all existing and proposed signage as demonstrated in Exhibit 1; and

WHEREAS, Planning and Zoning Commission reviewed and by a 5-0 vote recommended approval of the subject amendments at its meeting on Monday, July 21, 2014; and

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on July 21, 2014, beginning at 7:00 p.m., or immediately following the close of the previous public hearing; and

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

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

WHEREAS, the City Council being fully informed finds that approving the application would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest.

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

Section 1: Ordinance Number 5346 authorizing a Master Sign Plan for City Place Campus located is hereby repealed.

Section 2: A Master Sign Plan attached hereto as Exhibit 1 is authorized for the CityPlace Campus Pursuant to Section 405.950.6 in the "CB" Core Business Commercial zoning district whose legal description is as follows:

"Lots 1, 3, 4, 5, 6, 8, 9 and 10 of CityPlace Subdivision as shown on the plat thereof recorded at Plat Book 355, Pages 43-46 of the Real Property Records for St. Louis County, Missouri; and also Adjusted Lot 2 of CityPlace Plat Two as shown on the plat thereof recorded at Plat Book 358, Page 313-314 of the Real Property Records for St. Louis County, Missouri; and also, Lot 11A of CityPlace Subdivision Plat Two as shown on the plat thereof recorded at Plat Book 358, Page 33 of the Real Property Records for St. Louis County, Missouri; and also, Units 1 & 2 of CityPlace Condominium created

BILL NO. 5506ORDINANCE NO. 5386

pursuant to that certain Declaration of Condominium dated April 14, 1988 and recorded at Book 8297, Page 734 of the Real Property Records for St. Louis County, Missouri."

SECTION 3: Such approval of the Master Signage Plan for the CityPlace Development shall be restricted to the following conditions:

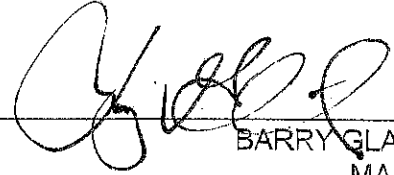
1. Prior to the issuance of a sign permit the applicant shall submit a revised Exhibit 1 for all of the CityPlace Signs as approved.
2. The amendment allows for an additional 108.3 square foot wall sign on the west elevation of CityPlace Three, as proposed in Applicants Materials submitted on June 11, 2014 and as discussed at the Planning and Zoning Commission meeting on July 21, 2014.
3. The applicant shall submit sign permit applications for the proposed signs referred to in the Master Sign Plan Amendment that currently do not possess a sign permit.
4. A long-term plan for future signage shall be completed prior to any subsequent application.
5. No ground monument sign shall be approved for the lot at the corner northeast corner of Olive Boulevard and City Place Drive, in consideration of the larger wall signs for the proposed building.
6. The applicant shall follow the Master Signage Plan for all new or altered signage on the campus, as approved by the City of Creve Coeur. The location, size, shape, color, type, and design of each sign shall not substantively depart from the Master Sign Plan, unless approved by the City of Creve Coeur, except as provided herein.
7. The ground monument sign at 11550 Olive Boulevard shall be no larger than 24 square feet per sign face
8. The applicant shall submit a revised landscape plan for 11550 Olive Boulevard to integrate the sign with the low landscape wall consistent with the Off-Street Parking and Loading Regulations
9. Signage shall be limited to name and logo only
10. All temporary banners and window signs shall be in compliance with Section 405.950.G Temporary or Incidental Signs, except for the lot in the northeast quadrant of CityPlace Drive and Olive Boulevard, where the window signage is limited to the two pairs of windows to the right and left of the main entrance along the west elevations. No window signage is allowed on the tower element.
11. All leasing information signage for the City Place Campus shall be placed on the building. No additional leasing signs shall be permitted, except as follows:
 - a. One sign, in conformance with Section 450.950.F, Multi-Tenant Real Estate Information Signs, shall be permitted on the lot in the northeast quadrant of CityPlace Drive and Olive Boulevard, provided that no administrative variance to the minimum 150-foot separation from any other monument sign may be granted.

SECTION 3: The Master Signage Plan, and all components thereof, shall be demonstrated as the attached Exhibit 1.

SECTION 4: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS 25 DAY OF August, 2014.

Attachment: Ordinance No. 5386 (#17-033 CityPlace Master Sign Plan Amendment)

BILL NO. 5506ORDINANCE NO. 5386CHARLOTTE D'ALFONSO
PRESIDENT OF CITY COUNCILAPPROVED THIS 25 DAY OF August, 2014.BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN, MPCC
CITY CLERK

Attachment: Ordinance No. 5386 (#17-033 CityPlace Master Sign Plan Amendment)

25. Suburb

26. Suburb

SUBSTITUTE BILL NO. 5462ORDINANCE NO. 5346

AN ORDINANCE REPEALING ORDINANCE NUMBER 5169 AND APPROVING A NEW MASTER SIGN PLAN PURSUANT TO SECTION 405.950.J OF THE CITY OF CREVE COEUR'S CODE OF ORDINANCES FOR THE CITYPLACE CAMPUS LOCATED WITHIN THE "CB" CORE BUSINESS DISTRICT

WHEREAS, an application was submitted by the Koman Group for an amendment to the previously approved Master Signage Plan for the CityPlace Development, pursuant to Section 405.950.J of the City of Creve Coeur's Code of Ordinances, to include new building signage; and

WHEREAS, the boundaries of the Master Signage Plan will be for CityPlace development including all existing and proposed signage as demonstrated in Exhibit 1; and

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on August 19, 2013 and continued on November 4, 2013, beginning at 7:00 p.m., or immediately following the close of the previous public hearing; and

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

WHEREAS, Planning and Zoning Commission reviewed and by a 5-0 vote recommended approval of the subject amendments at its meeting on Monday, November 18, 2013; and

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

WHEREAS, the City Council being fully informed finds that approving the application would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest.

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

Section 1: Ordinance Numbers 2193, 4059, and 5169 authorizing a Master Sign Plan for City Place Campus located north of Olive Boulevard are hereby repealed.

Section 2: A Master Sign Plan attached hereto as Exhibit 1 is authorized for the CityPlace Campus Pursuant to Section 405.950.6 in the "CB" Core Business Commercial zoning district whose legal description is as follows:

"Lots 1, 3, 4, 5, 6, 8, 9 and 10 of CityPlace Subdivision as shown on the plat thereof recorded at Plat Book 355, Pages 43-46 of the Real Property Records for St. Louis County, Missouri; and also Adjusted Lots 2 and 7 of CityPlace Plat Two as shown on the plat thereof recorded at Plat Book 358, Page 313-314 of the Real Property Records for St. Louis County, Missouri; and also, Lot 11A of CityPlace Subdivision Plat Two as shown on the plat thereof recorded at Plat Book 358, Page 33 of the Real Property Records for St. Louis County, Missouri; and also, Units 1 & 2 of CityPlace Condominium created pursuant to that certain Declaration of Condominium dated

Attachment: Ordinance No. 5346 (#17-033 CityPlace Master Sign Plan Amendment)

SUBSTITUTE BILL NO. 5462ORDINANCE NO. 5346

April 14, 1988 and recorded at Book 8297, Page 734 of the Real Property Records for St. Louis County, Missouri."

SECTION 3: Such approval of the Master Signage Plan for the CityPlace Development shall be restricted to the following conditions:

1. The applicant shall submit sign permit applications for the proposed signs referred to in the Master Sign Plan that currently does not possess a sign permit
2. No ground monument sign shall be approved for the lot at the corner northeast corner of Olive Boulevard and City Place Drive, in consideration of the larger wall signs for the proposed building.
3. The applicant shall follow the Master Signage Plan for all new or altered signage on the campus, as approved by the City of Creve Coeur. The location, size, shape, color, type, and design of each sign shall not substantively depart from the Master Sign Plan, unless approved by the City of Creve Coeur, except as provided herein.
4. The ground monument sign at 11550 Olive Boulevard shall be no larger than 24 square feet per sign face
5. The applicant shall submit a revised landscape plan for 11550 Olive Boulevard to integrate the sign with the low landscape wall consistent with the Off-Street Parking and Loading Regulations
6. Signage shall be limited to name and logo only
7. All temporary banners and window signs shall be in compliance with Section 405.950.G Temporary Or Incidental Signs, except for the lot in the northeast quadrant of Cityplace Drive and Olive Boulevard, where the window signage is limited to the two pairs of windows to the right and left of the main entrance along the west elevations. No window signage is allowed on the tower element.
8. All leasing information signage for the City Place Campus shall be placed on the building. No additional leasing signs shall be permitted, except as follows:
 - a. One sign, in conformance with Section 450.950.F, Multi-Tenant Real Estate Information Signs, shall be permitted on the lot in the northeast quadrant of Cityplace Drive and Olive Boulevard, provided that no administrative variance to the minimum 150-foot separation from any other monument sign may be granted.

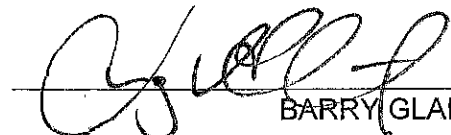
SECTION 3: The Master Signage Plan, and all components thereof, shall be demonstrated as the attached Exhibit 1.

SECTION 4: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS 9th DAY OF December, 2013.


SCOTT SAUNDERS
PRESIDENT OF CITY COUNCIL

APPROVED THIS 9th DAY OF December, 2013.


BARRY GLANTZ, MAYOR

ATTEST:


DEBORAH RYAN, CITY CLERK

Attachment: Ordinance No. 5346 (#17-033 CityPlace Master Sign Plan Amendment)

BILL NO. 5283ORDINANCE NO. 5169

**AN ORDINANCE REPEALING ORDINANCE NUMBER 2193 AND NUMBER 4059 AND
APPROVING A NEW MASTER SIGN PLAN PURSUANT TO SECTION 405.950.6 OF THE
CITY OF CREVE COEUR'S CODE OF ORDINANCES FOR THE CITYPLACE CAMPUS
LOCATED WITHIN THE "CB" CORE BUSINESS DISTRICT**

WHEREAS, an application was submitted by the Koman Group for an amendment to the previously approved Master Signage Plan for the CityPlace Development, pursuant to Section 405.950.6 of the City of Creve Coeur's Code of Ordinances, to include CityPlace VII Saint Luke's Medical Offices south of Olive Boulevard; and

WHEREAS, the boundaries of the Master Signage Plan will be for CityPlace development including all existing and proposed signage as demonstrated in Exhibit 1; and

WHEREAS, Planning and Zoning Commission reviewed and by a unanimous vote recommended approval of the subject amendments at its meeting on Monday, November 15, 2010; and

WHEREAS, the City Council of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on December 13, 2010, beginning at 7:00 p.m., or immediately following the close of the previous public hearing; and

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

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

WHEREAS, the City Council being fully informed finds that approving the application would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest.

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

Section 1: Ordinance 2193 and Ordinance 4059 authorizing a Master Sign Plan for City Place Campus located north of Olive Boulevard are hereby repealed.

Section 2: A Master Sign Plan is authorized for the CityPlace Campus Pursuant to Section 405.950.6 in the "CB" Core Business Commercial zoning district whose legal description is as follows:

"Lots 1, 3, 4, 5, 6, 8, 9 and 10 of CityPlace Subdivision as shown on the plat thereof recorded at Plat Book 355, Pages 43-46 of the Real Property Records for St. Louis County, Missouri; and also Adjusted Lot 2 of CityPlace Plat Two as shown on the plat thereof recorded at Plat Book 358, Page 313-314 of the Real Property Records for St. Louis County, Missouri; and also, Lot 11~~8~~ of CityPlace Subdivision Plat Two as shown on the plat thereof recorded at Plat Book 358, Page 33 of the Real Property Records for

Attachment: Ordinance No. 5169 (#17-033 CityPlace Master Sign Plan Amendment)

BILL NO. 5283ORDINANCE NO. 5169

St. Louis County, Missouri; and also, Units 1 & 2 of CityPlace Condominium created pursuant to that certain Declaration of Condominium dated April 14, 1988 and recorded at Book 8297, Page 734 of the Real Property Records for St. Louis County, Missouri."

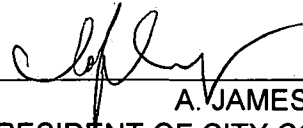
SECTION 3: Such approval of the Master Signage Plan for the CityPlace Development shall be restricted to the following conditions:

1. The applicant shall submit sign permit and/or building permit applications for proposed signs referred to in the Master Sign Plan that currently does not possess a building permit.
2. The applicant shall follow the Master Signage Plan for all new or altered signage on the campus, as approved by the City of Creve Coeur. The location, size, shape, color, type, and design of each sign shall not substantively depart from the Master Sign Plan, unless approved by the City of Creve Coeur.
3. The ground monument sign at 11550 Olive Boulevard shall be no larger than 24 square feet per sign face
4. The applicant shall submit a revised landscape plan to integrate the sign with the low landscape wall consistent with the Off-Street Parking and Loading Regulations
5. Signage shall be limited to name and logo only
6. All leasing information signage for the development should be placed on the building. No additional leasing signs shall be permitted.

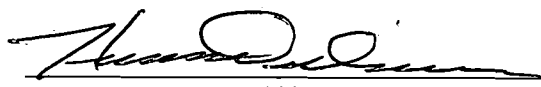
SECTION 3: The Master Signage Plan, and all components thereof, shall be demonstrated as the attached Exhibit 1

SECTION 4: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

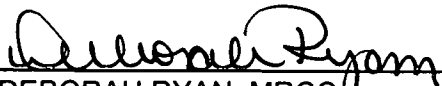
ADOPTED THIS 10 DAY OF January, 2011.


A. JAMES WANG
PRESIDENT OF CITY COUNCIL

APPROVED THIS 10 DAY OF January, 2011.


HAROLD DIELMANN
MAYOR

ATTEST:


DEBORAH RYAN, MRCC
CITY CLERK

Attachment: Ordinance No. 5169 (#17-033 CityPlace Master Sign Plan Amendment)

CITY PLACE

June 2002

Signage Master Plan

Submitted to the
City of Crève Coeur

prepared by Kuhlmann Leavitt, Inc
for The Korman Group

Attachment: Ordinance No. 5169 (#17-033 CityPlace Master Sign Plan Amendment)

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	1.3	A NOTE ON THE TYPE
	1.4	INCORRECT USAGE
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	2.2	EXISTING RETAIL, SIGN TYPE B
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BILL NUMBER 5049**ORDINANCE NUMBER 4059**

**AN ORDINANCE FOR AN AMENDMENT TO THE MASTER SIGNAGE PLAN
PURSUANT TO SECTION 104.6 OF ORDINANCE NUMBER 1903 OF THE CITY
OF CREVE COEUR, FOR THE CITYPLACE CAMPUS LOCATED NORTH OF
OLIVE BOULEVARD AND ZONED "CB" CORE BUSINESS DISTRICT**

WHEREAS, An application, pursuant to Section 26-104.6 of the City's Code of Ordinances, was submitted by ASI Modulex, on behalf of the KOMAN Group for an amendment to the previously approved Master Signage Plan for the Cityplace development;

WHEREAS, The boundaries of the Master Signage Plan will be for Cityplace development including all existing and proposed signage as demonstrated in Exhibit 1, Master Signage Plan;

WHEREAS, Said property is zoned "CB" Core Business district,

WHEREAS, The Planning and Zoning Commission by unanimous vote recommended approval of the amendment to the Master Signage Plan on November 6, 2006, with the condition that the McDonald's site be excerpted out;

WHEREAS, On November 20, 2006, the Planning and Zoning Commission by majority vote recommended approval of the McDonalds signage request to be included with the amendment to the Master Signage Plan;

WHEREAS, a Public Hearing was held by the Creve Coeur City Council on Monday, November 27, 2006, beginning at 7:00 p.m. or immediately following the close of the previous Public Hearing, on said application for the Master Signage Plan amendment as provided by Section 26-104.6 of Ordinance Number 1903 of the City of Creve Coeur, and

WHEREAS, notice of publication for said Public Hearing had been previously published on November 10, 2006 in the St. Louis Countian and on the week of November 12, 2006 in the West County Journal, newspapers of general circulation in the City of Creve Coeur, 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 three times before final passage by the City Council, and

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

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

SECTION 1: The Master Signage Plan amendment for the Cityplace development, as submitted by the ASI Modulex, on behalf of the KOMAN Group, and attached hereto, is approved subject to the hereinafter stated conditions, on the property commonly known as the CityPlace campus and identified as the area on the Master Signage Plan.

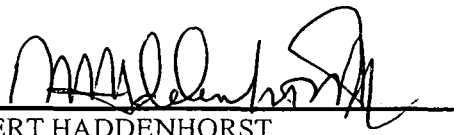
SECTION 2: Such approval of the Master Signage Plan for the Cityplace development shall be restricted to the following conditions:

1. The applicant shall submit sign permit and/or building permit applications for proposed signs, including existing building or directional signage referred to in the Master Sign Plan that currently does not possess a building permit.
2. The applicant shall follow the Master Signage Plan for all new or altered signage on the campus, as approved by the City of Creve Coeur. The location, size, shape, color, type, and design of each sign shall not substantively depart from the Master Sign Plan, unless approved by the City of Creve Coeur.
3. All leasing information signage for the development should be placed on the building and/or monument signs. No additional leasing signs shall be permitted.
4. The McDonald's monument sign shall be brick, with all other existing directional signs as shown.
5. Staff has the discretion of moving the McDonald's monument sign back for line of site clearance.
6. The applicant shall return to the Planning and Zoning Commission should there be no acceptable location for the McDonald's monument sign.

SECTION 3: The Master Signage Plan, and all components thereof, shall be demonstrated as the attached Exhibit 1.

SECTION 4: This Ordinance shall be in full force and effect 15 days after adoption by the City Council and the signing thereof by the Mayor.

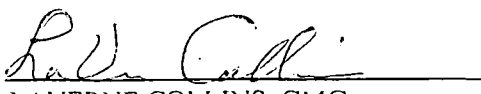
Adopted this 11th day of December 2006.


ROBERT HADDENHORST
PRESIDENT OF CITY COUNCIL

Adopted this 11th day of December 2006.


HAROLD DIELMANN
MAYOR

Attest:


LAVERNE COLLINS, CMC
CITY CLERK

BILL NUMBER 3165

ORDINANCE NUMBER 2193

**AN ORDINANCE REPEALING ORDINANCE NUMBER 1989 AND ADOPTING
AN ORDINANCE FOR A MASTER SIGNAGE PLAN PURSUANT TO SECTION
104.6 OF ORDINANCE NUMBER 1903 OF THE CITY OF CREVE COEUR, FOR
THE CITYPLACE DEVELOPMENT LOCATED NORTH OF OLIVE
BOULEVARD, ON NORTH NEW BALLAS**

WHEREAS, An application, pursuant to Section 26-104.6 of the City's Code of Ordinances, was submitted by Kuhlmann Leavitt, Inc. on behalf of the KOMAN Group for a Master Signage Plan for the Cityplace development;

WHEREAS, The boundaries of the Master Signage Plan will be for Cityplace development including all existing and proposed signage as demonstrated in Exhibit 1, Master Signage Plan;

WHEREAS, Said property is zoned "CB" Core Business district,

WHEREAS, The Planning and Zoning Commission by unanimous vote recommended approval of the Master Signage Plan on July 15, 2002;

WHEREAS, a Public Hearing was held by the Creve Coeur City Council on Monday, August 26, 2002, beginning at 7:30 p.m. or immediately following the close of the previous Public Hearing, on said application for the Conditional Use Permit as provided by Article 9, Section 26-114 of Ordinance Number 1903 of the City of Creve Coeur, and

WHEREAS, notice of publication for said Public Hearing had been previously published on August 9, 2002 in the St. Louis Countian and on the week of August 12, 2002 in the West County Journal, newspapers of general circulation in the City of Creve Coeur, 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 three times before final passage by the City Council, and

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

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

SECTION 1: The Master Signage Plan for the Cityplace development, as submitted by the Kuhlman Leavitt, Inc. on behalf of the KOMAN Group, is hereby approved subject to the hereinafter stated conditions, on the following described property:

Attachment: Ordinance No. 2193 (#17-033 CityPlace Master Sign Plan Amendment)

Property Descriptions

A tract of land being part of the Northeast Fractional One-Quarter of Section 3, T45N, R05E, St. Louis County, Missouri, and being more particularly described as:

Beginning at the intersection of the North line of Olive Boulevard (Missouri State Highway 340) 90 ft. wide, with the East line of property conveyed to the City of Creve Coeur by deed recorded in Book 6822 page 1365 in the St. Louis County Records; thence North 14 degrees 36 minutes 51 seconds West 403.47 feet along said East line of City of Creve Coeur property and the East line of property conveyed to the City of Creve Coeur by deed recorded in Book 4268 page 160 of the St. Louis County Records to a point; thence North 74 degrees 44 minutes 20 seconds East 340 feet to a point; thence South 41 degrees 18 minutes 34 seconds East 82.37 feet to a point; thence South 15 degrees 15 minutes 40 seconds East 187.75 feet to a point; thence along a curve to the right whose radius point bears South 74 degrees 44 minutes 20 seconds West 16.25 feet from the last mentioned point, a distance of 24.27 feet to a point; thence South 74 degrees 44 minutes 20 seconds West 45 feet from the last mentioned point, a distance of 32.57 feet to said North line of Olive Boulevard (Missouri State Highway 340); thence South 74 degrees 28 minutes 18 seconds West 238.94 feet along said North line of Olive Boulevard (Missouri State Highway 340) to a point; thence South 75 degrees 28 minutes 18 seconds West 115.52 feet to a point of beginning and containing 3.435 acres or 149,610 square feet.

A tract of land being part of the Northeast Fractional One-Quarter of Section 3, T45N, R05E, St. Louis County, Missouri and being more particularly described as follows:

Beginning at the intersection of the West line of property conveyed to Amoco Oil Co., by deed as recorded in Book 8006, Page 775 of the St. Louis County Records with the North line of Olive Street Road (Missouri State Highway 340); thence South 74 degrees 44 minutes 20 seconds West 63.24 feet along said North line of Olive Street Road (Missouri State Highway 340) to a point; thence along a curve to the left whose radius point bears North 65 degrees 08 minutes 13 seconds West 45 feet from the last mentioned point; a distance of 31.51 feet to a point; thence North 15 degrees 15 minutes 40 seconds West 96.05 feet to a point; thence along a curve to the left whose radius point bears North 19 degrees 40 minutes 22 seconds West 187.75 feet to a point; thence North 41 degrees 18 minutes 34 seconds West 82.37 feet to a point; thence South 74 degrees 44 minutes 20 seconds West 340 feet to a point on the East line of property conveyed to the City of Creve Coeur by deed as recorded in Book 4268, page 160 of the St. Louis County Records; thence North 14 degrees 36 minutes 51 seconds West 280.63 feet along said East line of City of Creve Coeur property to a point; thence South 75 degrees 23 minutes 9 seconds West 145.01 feet to a point on the West line of said City of Creve Coeur property; thence North 14 degrees 36 minutes 51 seconds West 424.21 feet to the Road Dedication recorded in Deed Book 8297, Page 809 of the St. Louis County Records; thence North 75 degrees 23 minutes 41 seconds East 295.77 feet and along a curve to the left whose radius point bears North 14 degrees 36 minutes 19 seconds West 480.74 feet from the last mentioned point, a distance of 253.07 feet along the South line of said Road Dedication to the West line of "Craigmoor Subdivision" a subdivision according to the plat thereof recorded as Daily No. 245 on July 15, 1954; thence South 29 degrees 44 minutes 00 seconds East 947.11 feet to the West line of "Craigmoor Subdivision" to the Northeast corner of property conveyed to McDonald's Corporation by deed recorded in Book 7648, Page 1813 of the St. Louis County Records; thence South 74 degrees 38 minutes 56 seconds West 112.03 feet along said North line of McDonald's Corporation property to the

Northwest corner thereof; thence South 15 degrees 22 minutes 39 seconds East 12.68 feet along the West line of said McDonald's Corporation property to the Northeast corner of said Amoco Oil Co. property; thence South 74 degrees 38 minutes 56 seconds West 112.35 feet along said North line of said Amoco Oil Co. property to the Northwest corner thereof; thence South 15 degrees 22 minutes 39 seconds East 238.28 feet along said West line of Amoco Oil Co. property to the point of beginning and containing 10.837 acres.

A tract of land being part of the Northeast Fractional One-Quarter of Section 3, T45N, R05E, St. Louis County, Missouri, and being more particularly described as:

Beginning at the Southeast corner of property conveyed to the City of Creve Coeur, Missouri, by deed recorded in Book 8089, Page 46 of the St. Louis County Records, said point being in the North line of "Marriott Courtyard Plaza Plat 1," a subdivision according to the plat thereof recorded as Daily No. 284 on February 25, 1968 in the St. Louis County Records; thence along the East line of said City of Creve Coeur, Missouri property and the South line of an 80 feet wide Road Dedication Strip conveyed to the City of Creve Coeur by deed recorded in Book 8297, Page 809 of the St. Louis County Records, the following courses and distances: North 02 degrees 40 minutes 50 seconds East 4.53 feet, along a curve to the right whose radius point bears South 87 degrees 19 minutes 10 seconds East 400.74 feet from the last mentioned point, a distance of 508.58 feet, and North 75 degrees 23 minutes 41 seconds East 178.63 feet to a point; thence South 14 degrees 36 minutes 51 seconds East 424.21 feet to the Northeast corner of property conveyed to the City of Creve Coeur by deed recorded in Book 7154, Page 37 of the St. Louis County Records, said point being also the Northwest corner of property conveyed to the City of Creve Coeur by deed recorded in Book 4268, Page 160 of the St. Louis County Records; thence along the North line of said property conveyed to the City of Creve Coeur by deed recorded in Book 7154, Page 37 of the St. Louis County Records, South 75 degrees 23 minutes 09 seconds West 120.11 feet to the aforementioned North line of "Marriott Courtyard Plaza Plat 1;" thence along said North line of "Marriott Courtyard Plaza Plat 1," North 87 degrees 15 minutes 30 seconds West 463.65 feet to the point of beginning and containing 4.11 acres according to calculations by Volz, Inc. during December, 1994.

A tract of land being part of Section 3, Township 45 North, Range 6 East, St. Louis County, Missouri and being more particularly described as follows:

Beginning at the northeast corner of Parcel A of Marriott Courtyard Plaza Plat One, as recorded in Plat Book 245, Page 12 of the St. Louis County Recorder's Office, said point being on the southern line of Cityplace Condominiums, as recorded in Plat Book 274, Page 48 of the St. Louis County Recorder's Office; thence leaving said corner and along the southern and western line of said City Place Condominiums North 75 degrees 32 minutes 31 seconds East, a distance of 264.65 feet to a point; thence South 14 degrees 26 minutes 25 seconds East, a distance of 683.71 feet to a point, said point being along northern right of way line of Olive Boulevard, variable width; thence along said right of way line South 75 degrees 03 minutes 25 seconds West, a distance of 141.81 feet to a point, said point being along the southeast corner of property now or formerly of Turken, as recorded in Book 6694, Page 666 of said Recorder's Office; thence leaving said right of way line and on the eastern northern line of Turken property North 14 degrees 24 minutes 22 seconds West, a distance of 154.95 feet to a point; thence South 76 degrees 32 minutes 38 seconds West, a distance of 119.57 feet to a point, said point being on the most eastern corner of the aforementioned Parcel A of Marriott Courtyard Plaza; thence along the eastern line of said Parcel A, North 14 degrees 28 minutes 56 seconds West, a distance of 527.91 feet to the point of beginning.

A tract of land in the northeast Fractional One-Quarter of Section 3, Township 45 North Range 5 East, St. Louis County, Missouri and being more particularly described as:

Beginning at the intersection of the North right of way line of Olive Boulevard with the West line of property conveyed to City of Creve Coeur, Missouri, by deed recorded in Book 5837, Page 10 of the St. Louis County Records, thence Westwardly along said North right of way lone of Olive Boulevard, South 75 degrees 50 minutes 00 seconds West 146.22 feet and along a curve to the right whose point bears North 14 degrees 10 minutes 00 seconds West 1010.90 feet from the last mentioned point, a distance of 50.76 feet to the East line of property conveyed to Union Electric Company by deed recorded in Book 4109, Page 122 of the St. Louis County Records; thence North 02 degrees 16 minutes 00 seconds West 158.31 feet along said East line of Unions Electric Company to the South line of Adjusted Parcel 1 of the "Boundary Adjustment Plat of Parcel A of Marriott Courtyard Plaza Plat 1," as recorded in Plat Book 343, Page 40 of the St. Louis County Records; thence North 76 degrees 16 minutes 00 seconds East 162.92 feet along said South line of Adjusted Parcel 1 and the South line of property conveyed to the City of Creve Coeur, Missouri by deed recorded in Book 7154, Page 37 of the St. Louis County Records to said West line of City of Creve Coeur, Missouri property; thence South 14 degrees 41 minutes 00 seconds East 154.96 feet along said East line of City of Creve Coeur, Missouri property to the point of beginning and containing 0.643 acres according to a survey by Volz, Inc. on March 28, 1997.

A tract of land being all of Lot "B" of a Resubdivision of part of Lot 1 of Lake House Farm, a subdivision according to the plat thereof recorded in Plat Book 346 Page 603 of the Recorder of Deeds Office in St. Louis County, Missouri and Surveyor's Affidavit, as, recorded in Book 12046 Page 2337 of the above said Recorder's Office; also being part of the Northeast Fractional one-quarter of Section 3, Township 45 North, Range 5 East, of the 5th Principal Meridian, St. Louis County, Missouri.

SECTION 2: Such approval of the Master Signage Plan for the Cityplace development shall be restricted to the following conditions:

1. As an alternative, signs may be permitted in a CB Core Business District in accordance with a comprehensive plan of signage subject to the recommendation of the Planning and Zoning Commission and approval of the City Council following a public hearing conducted in accordance with the provisions of Section 26-113.4(c) and 26-119 of the zoning code. The comprehensive plan of signage shall show the location, size, height, and extent of all proposed signs within the district or section thereof, as well as the nature of the information to be displayed on the signs. In addition, the geographic limits of the district to be covered by the comprehensive plan of signage must be shown.
2. In addition, within a CB Core Business District, a plan for off-site directional signs which identify commercial centers within the district may be recommended by the Planning and Zoning Commission and approved by the City Council following a public hearing conducted in accordance with the provisions of Sections 26-113.4(c) and 26-119 of the zoning code. The plan for off-site signs shall show the location, size, height, and extent of all signs encompassed within the signage plan, as well as the nature of the information to be displayed on each sign. All such signs shall be located within the CB Core Business District.
3. Any application submitted pursuant to paragraph 1 or 2 above may be made by any property owner, owner of an easement, lessee, contract purchaser or their agent. Such application

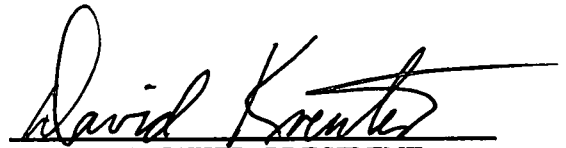
shall be accompanied by a statement setting forth the names of the record owners of the properties upon which such signs are proposed to be located and the agreement of each record owner to the placement of such signs on their property. When each application requests permission to erect a sign on property owned by someone other than the applicant, then such application shall be accompanied by a written statement signed by the record owners of such properties which indicates their endorsement of the application.

4. The above-cited signage options shall be in accordance with the standards for all planned developments as set forth in Section 26-115 of the City of Creve Coeur Code of Ordinances. All proposed signs shall be in scale and harmonious with the development and shall be so located and sized as to ensure convenience to the visitor, user or occupant of the development while not adding to street clutter or otherwise detracting from the planned unit nature of the development and the purposes of architectural and urban design elements.
5. All signage shall receive a sign permit as directed by Section 26-101 of the Zoning Ordinance.
6. All new or altered Cityplace signage shall follow the Master Signage Plan, as approved by the City of Creve Coeur. The location, size, shape, color, type, and design of each sign may not depart from the Master Sign Plan, unless the governing ordinance is amended by the City Council. The content or message of signage may be changed without an amendment to the Master Signage Plan.
7. No building signage shall be permitted, other than Cityplace III signs indicated within the Master Signage Plan.
8. Retail businesses, within the Cityplace Retail buildings, with street frontage may have one (1) sign affixed to the building up to a maximum of twenty-five (25) square feet in area; except that the gross sign area may increase by twelve and one-half (12 ½) square feet for each additional fifty (50) feet an individual business or use is setback from the street right-of-way on which the business fronts, up to a maximum of one hundred twenty-five (125) square feet. All signs shall be architecturally compatible in both material and design.
9. Building address signs, which are required to be prominently displayed on each building, not to exceed two (2) square feet in area. All signs shall have the same type, use the same material, and be displayed at the same height on the building.
10. A maximum of five (5) buildings, locations, or businesses shall be indicated on the campus directional signs, not including the Cityplace logo.
11. All leasing information signage for the development should be placed on the building monument signs. No additional leasing signs shall be permitted.

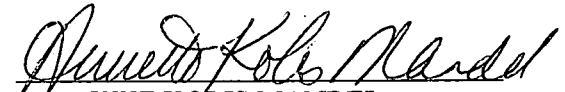
SECTION 3: The Master Signage Plan, and all components thereof, shall be demonstrated as the attached Exhibit 1.

SECTION 4: This Ordinance shall be in full force and effect 15 days after adoption by the City Council and the signing thereof by the Mayor.

Adopted this 9 day of September 2002.


DAVID KREUTER, PRESIDENT
CITY COUNCIL

Approved this 9 day of September 2002.


ANNETTE KOLIS MANDEL
MAYOR

Attest:


LAVERNE COLLINS, CMC
CITY CLERK

Bill Number 2050
Ordinance Number 1989

AN ORDINANCE ADOPTING A MASTER SIGNAGE PLAN PURSUANT TO SECTION 26-104.6 OF ORDINANCE NUMBER 1903, THE ZONING ORDINANCE OF THE CITY OF CREVE COEUR, FOR THE DEVELOPMENT KNOWN AS CITYPLACE LOCATED BETWEEN NORTH NEW BALLAS ROAD AND OLIVE BOULEVARD, ALONG A PRIVATE STREET KNOWN AS CITYPLACE DRIVE, IN THE CB, CORE BUSINESS DISTRICT

WHEREAS, an application, pursuant to Section 26-104.6 of the City's Code of Ordinances, was submitted by Thomas Roof, Inc. Architekts on behalf of the Koman Group for a Master Signage Plan for a portion of the 35.4 acre development commonly known as CityPlace, and

WHEREAS, The boundaries of the Master Signage Plan will be for the section of the CityPlace development between North New Ballas Road and Olive Boulevard, along a private street known as CityPlace Drive in the CB, Core Business District, and

WHEREAS, The Planning and Zoning Commission of the City of Creve Coeur unanimously has recommended approval of said application and the plans modified and submitted dated (Received) February 8, 1999, on Tuesday, February 16, 1999, subject to modifications to item 1 and subject to items 2 through 5 of Staff's report dated February 16, 1999, and

WHEREAS, Comments suggested by Staff and amended by the Commission included the following:

1. The campus *id* sign at the northwest corner of Olive Boulevard and CityPlace Drive should be redesigned. The redesign, at a minimum, should reduce the campus *id* sign in height and width.
2. For the retail section, the applicant maintain only retail wall signage for its tenants and no monument sign be permitted.
3. Absolutely permit no wall signage on the west side of the elevation of the CityPlace Two office building.
4. Wall signage on the west elevation of CityPlace Three office building be limited to identifying the CityPlace development **only**, not an individual tenant.
5. A time frame be place on converting the signage on the Denny's site to conform to the retail section of CityPlace.

WHEREAS, Modifications to Item 1 in Staffs report include that the campus *id* sign located along Olive Boulevard be reduced in size to reflect the mock presented by the property owner on February 1, 1999, and

WHEREAS, A Public Hearing was held by the Creve Coeur City Council on Monday, March 8, 1999, at 7:30 P.M., or immediately following the close of the previous Public Hearing, on said application for a Master Signage Plan as provided by Section 26-113.4 (c) and 26-119 of Ordinance Number 1903 of the City of Creve Coeur, and

WHEREAS, at least fifteen (15) days prior to the Public Hearing a public notice indicating the time, place and purpose of said Public Hearing was published in the St. Louis Countain on February 5, 1999, and in the West County Journal on February 8, 1999, newspapers of general circulation in the City of Creve Coeur and after other written notice was given to all according to the provisions of law made and provided for such notices and hearings, 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 three times before final passage by the City Council, and

WHEREAS, Pursuant to Section 26-104.6 of the City's Code of Ordinances, the City Council, being fully informed, finds that the granting of the application would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of Creve Coeur and in the public interest and in conformance with good zoning practice.

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

SECTION 1: Pursuant to the provisions of Section 26-104.6 of Ordinance 1903 of the City of Creve Coeur, a Master Signage Plan is hereby adopted for the section of the CityPlace development between North New Ballas Road and Olive Boulevard, along a private street known as CityPlace Drive in the CB, Core Business District, subject to the hereinafter stated conditions on the following described properties:

A tract of land being part of the Northeast Fractional One-Quarter of Section 3, T45N, R05E, St. Louis County, Missouri, and being more particularly described as:

Beginning at the intersection of the North line of Olive Boulevard (Missouri State Highway 340) 90 ft wide, with the East line of property conveyed to the City of Creve Coeur by deed recorded in Book 6822 page 1365 in the St. Louis County Records; thence North 14° 36' 51" West 403.47 ft along said East line of City of Creve Coeur property and the East line of property conveyed to the City of Creve Coeur by deed recorded in Book 4268 page 160 of the St. Louis County Records to a point; thence North 74° 44' 20" East 340.00 ft to a point; thence South 41° 18' 34" East 82.37 ft to a point; thence South 15° 15' 40" East 187.75 ft to a point; thence along a curve to the right whose radius point bears South 74° 44' 20" West 16.25 ft from the last mentioned point, a distance of 24.27 ft to a point; thence South 15° 15' 40" East 96.05 ft to a point; thence along a curve to the right whose radius bears South 74° 44' 20" West 45.00 ft from the last mentioned point, a distance of 32.57 ft to said North line of Olive Boulevard (Missouri State Highway 340); thence South 74° 28' 18" West 238.94 ft along said North line of Olive Boulevard (Missouri State Highway 340) to

a point; thence South 75° 28' 18" West 115.52 ft to a point of beginning and containing 3.435 acres or 149,610 square feet.

A tract of land being part of the Northeast Fractional One-Quarter of Section 3, T45N, R05E, St. Louis County, Missouri and being more particularly described as follows:

Beginning at the intersection of the West line of property conveyed to Amoco Oil Co., by deed as recorded in Book 8006, Page 775 of the St. Louis County Records with the North line of Olive Street Road (Missouri State Highway 340); thence South 74° 44' 20" West 63.24 ft along said North line of Olive Street Road (Missouri State Highway 340) to a point; thence along a curve to the left whose radius point bears North 65° 08' 13" West 45.00 ft from the last mentioned point, a distance of 31.51 ft to a point; thence North 15° 15' 40" West 96.05 ft to a point; thence along a curve to the left whose radius point bears North 19° 40' 22" West 16.25 ft from the last mentioned point, a distance of 24.27 feet tot a point; thence North 15° 15' 40" West 187.75 feet to a point; thence North 41° 18' 34" West 82.37 ft to a point; thence South 74° 44' 20" West 340.00 ft to a point on the East line of property conveyed to the City of Creve Coeur by deed as recorded in Book 4268, page 160 of the St. Louis County Records; thence North 14° 36' 51" West 280.63 ft along said East line of City of Creve Coeur property to a point; thence South 75° 23' 09" West 145.01 feet to a point on the West line of said City of Creve Coeur property; thence North 14° 36' 51" West 424.21 ft to the Road Dedication recorded in Deed Book 8297, Page 809 of the St. Louis County Records; thence North 75° 23' 41" East 295.77 ft and along a curve to the left whose radius point bears North 14° 36' 19" West 480.74 ft from the last mentioned point, a distance of 253.07 ft along the South line of said Road Dedication to the West line of "Craigmoor Subdivision" a subdivision according to the plat thereof recorded as Daily No. 245 on July 15, 1954; thence South 29° 44' 00" East 947.11 ft to the West line of "Craigmoor Subdivision" to the Northeast corner of property conveyed to McDonalds Corporation by deed recorded in Book 7648, Page 1813 of the St. Louis County Records; thence South 74° 38' 56" West 112.03 ft along said North line of McDonalds Corporation property to the Northwest corner thereof; thence South 15° 22' 39" East 12.68 feet along the West line of said McDonalds Corporation property to the Northeast corner fo said Amoco Oil Co. property; thence South 74° 38' 56" West 112.35 ft along said North line of said Amoco Oil Co. property to the Northwest corner thereof; thence South 15° 22' 39" East 238.28 feet along said West line of Amoco Oil Co. property to the point of beginning and containing 10.837 acres.

A tract of land being part of the Northeast Fractional One-Quarter of Section 3. T5N R05E, St. Louis County, Missouri, and being more particularly described as:

Beginning at the Southeast corner of property conveyed to the City of Creve Coeur, Missouri, by deed recorded in Book 8089, Page 46 of the St. Louis County Records, said point being in the North line of "Marriott Courtyard Plaza Plat 1", a subdivision according to the plat thereof recorded as Daily No. 284 on February 25, 1968 in the St. Louis County Records; thence along the East line of said City of Creve Coeur, Missouri property and the South line of an 80.00 feet wide Road Dedication Strip conveyed to the City of Creve Coeur by deed recorded in Book 8297, Page 809 of the St. Louis County Records, the following courses and distances: North 02° 40' 50" East 4.53 ft, along a curve to the right whose radius point bears South 87° 19' 10" East 400.74 ft from the last mentioned point, a distance of 508.58 ft, and North 75° 23' 41" East 178.63 ft to a point; thence South 14° 36' 51" East 424.21 ft to the Northeast corner of property conveyed to the City of Creve Coeur by deed recorded in Book 7154, Page 37 of the St. Louis County Records, said point being also the Northwest corner or property conveyed to the City of Creve Coeur by deed recorded in Book 4268, Page 160 of the St. Louis County Records; thence along the North line of said property conveyed to the City of Creve Coeur by deed recorded in Book 7154, Page 37 of the St. Louis County Records, South 75° 23' 09" West 120.11 ft to the aforementioned North line of

"Marriott Courtyard Plaza Plat 1"; thence along said North line of "Marriott Courtyard Plaza Plat 1", North 87° 15' 30" West 463.65 ft to the point of beginning and containing 4.11 acres according to calculations by Volz, Inc. during December, 1994.

A tract of land being part of Section 3, Township 45 North, Range 6 East, St. Louis County, Missouri and being more particularly described as follows:

Beginning at the northeast corner of Parcel A of Marriott Courtyard Plaza Plat One, as recorded in Plat Book 245, Page 12 of the St. Louis County Recorder's Office, said point being on the southern line of City Place Condominiums, as recorded in Plat Book 274, Page 48 of the St. Louis County Recorder's Office; thence leaving said corner and along the southern and western line of said City Place Condominiums North 75 degrees 32 minutes 31 seconds East, a distance of 264.65 feet to a point; thence South 14 degrees 26 minutes 25 seconds East, a distance of 683.71 feet to a point, said point being on the northern right-of-way line of Olive Boulevard, variable width; thence along said right-of-way line South 75 degrees 03 minutes 25 seconds West, a distance of 141.81 feet to a point, said point being the southeast corner of property now or formerly of Turken, as recorded in Book 6694, Page 666 of said Recorder's Office; thence leaving said right-of-way line and on the eastern northern line of said Turken property North 14 degrees 24 minutes 22 seconds West, a distance of 154.95 feet to a point; thence South 76 degrees 32 minutes 38 seconds West, a distance of 119.57 feet to a point, said point being on the most eastern corner of the aforementioned Parcel A of Marriott Courtyard Plaza; thence along the eastern line of said Parcel A, North 14 degrees 28 minutes 56 seconds West, a distance of 527.91 feet to the POINT OF BEGINNING.

A tract of land in the northeast Fractional One-Quarter of Section 3, Township 45 North - Range 5 East, St. Louis County, Missouri and being more particularly described as:

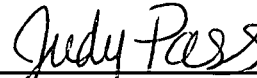
Beginning at the intersection of the North right-of-way line of Olive Boulevard with the West line of property conveyed to City of Creve Coeur, Missouri, by deed recorded in Book 5837, Page 10 of the St. Louis County Records, thence Westwardly along said North right-of-way line of Olive Boulevard, South 75 degrees 50 minutes 00 seconds West 146.22 feet and along a curve to the right whose radius point bears North 14 degrees 10 minutes 00 seconds West 1010.90 feet from the last mentioned point, a distance of 50.76 feet to the East line of property conveyed to Union Electric Company by deed recorded in Book 4109, Page 122 of the St. Louis County Records; thence North 02 degrees 16 minutes 00 seconds West 158.31 feet along said East line of Union Electric Company property to the South line of Adjusted Parcel 1 of the "Boundary Adjustment Plat of Parcel A of Marriott Courtyard Plaza Plat 1", as recorded in Plat Book 343, Page 40 of the St. Louis County Records; thence North 76 degrees 16 minutes 00 seconds East 162.92 feet along said South line of Adjusted Parcel 1 and the South line of property conveyed to City of Creve Coeur, Missouri by deed recorded in Book 7154, Page 37 of the St. Louis County Records to said West line of City of Creve Coeur, Missouri property; thence South 14 degrees 41 minutes 00 seconds East 154.96 feet along said East line of City of Creve Coeur, Missouri property to the point of beginning and containing 0.643 acres according to a survey by Volz, Inc. on March 28, 1997.

SECTION 2: The Master Signage Plan granted shall be subject to all applicable statutes, ordinances, rules and regulations and the following conditions:

1. The site shall be developed and maintained in accordance with a Master Signage Plan approved by the Creve Coeur City Council on March 22, 1999, or as further revised and approved by the City Council and subject to the following conditions:
 - (a) The campus *id* sign at the northwest corner of Olive Boulevard and CityPlace Drive should be redesigned. The redesign, at a minimum, should reduce the campus *id* sign in height and width to reflect the mock presented by the property owner on February 1, 1999, and witnessed by City Staff.
 - (b) For the retail section, the applicant may maintain retail wall signage and a retail monument sign along Olive Boulevard in exchange for not placing any for lease signs.
 - (c) Absolutely permit no wall signage on the west side of the elevation of the CityPlace Two office building.
 - (d) Wall signage on the west elevation of CityPlace Three office building shall be limited to identifying the CityPlace development **only**, not an individual tenant.
 - (e) A time frame be place on converting the signage on the Denny's site to conform to the retail section of CityPlace.
2. All signs, including but not limited to, campus *id*, wall, directional and monument signs, and associated landscaping be maintained in perpetuity.
3. Any future enlargement or alterations in the use of the structures or site, or significant changes in operational conditions, 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 may require additional parking to be provided.
4. A copy of all herein attached conditions shall be furnished by the Owner or Petitioner to the Operator(s) or Manager(s) including Successive Operator(s), Owner(s) or Manager(s) who shall forward to the Zoning Administrator an acknowledgement that he or she has read and understood each of these conditions and agrees to comply therewith.
5. All conditions contained within this permit shall be posted upon the property in such a manner that it is visible tot he public and the operator of said facility.
6. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation or modification of said permit by the City Council, provided, however, no permit shall be revoked or modified without reasonable notice to the owner of the intention of the City Council to revoke or modify said permit and reasonable time granted tot he owner to correct any such breach or condition, except for repeated breaches or violations.
7. 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 conditions herein set forth and the approved development plan for the property.

SECTION 3: This Ordinance shall become effective at the expiration of fifteen (15) days after adoption by the City Council and the signing thereof by the Mayor.

Adopted by the City Council this 12 Day of April, 1999



Judy Pass
City Council President

Approved this 12 Day of April, 1999



Annette Kolis Mandel
Mayor

Attest:



LaVerne Collins, CMC
City Clerk



city of CREVE COEUR

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

MEMO TO PLANNING AND ZONING COMMISSION

Meeting Date: November 6, 2017

Subject: **Police Station Update: Revised Exterior Elevations**

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

Attachment: Revised Elevations

On August 21, 2017, the Planning and Zoning Commission recommended approval of the public facilities application for a new police station subject to the following conditions, specific to the design of the building:

The exterior building elevations shall be revised to provide a variation in brick color to coordinate with the Government Center building; a more predominate building entrance; accent panel colors are to be more in keeping with the revised brick color; and, to review other options for window awnings that would allow more consistent application.

The design team for the City's new police station revised the exterior elevations to address the Commission's concerns and recommendations. The building now features a mixed reddish/brown brick color palette, the height of the building entry features have been raised, a tower element with additional brick carrying over to the rear elevation has been added, the color of the solid accent panels has been revised; and fixed awnings are now provided for all of the windows on the front elevation for a consistent appearance.

Attached are the originally proposed elevations presented to the Commission and the revised elevations incorporating the suggested changes to the design. The design team presented these revisions to the Mayor and City Council at a work session on September 25th. These changes were well received and the project is moving forward.

Staff is sharing these revisions for informational purposes. No further review or action by the Commission is necessary.

Attachment: MemotoPZ 11-6-2017 (Police Building Revised Elevations)



Attachment: Original Elevations (Police Building Revised Elevations)



Exterior Perspective Views [Option 02]

Creve Coeur Police Department

Creve Coeur, Missouri

11 SEPT. 2017

143 W. Clinton Place
St. Louis, MO 63122
(314) 965-7445





CITY OF CREVE COEUR
PLANNING & ZONING COMMISSION
MEETING SCHEDULE

9.2.a

2018

SCHEDULED MEETING	APPLICATION DEADLINE
TUESDAY JANUARY 2, 2018 CANCELED TUESDAY, JANUARY 16, 2018 (IN OBSERVANCE OF NEW YEARS' & MARTIN LUTHER KING DAY)	FRIDAY DECEMBER 15, 2016
MONDAY FEBRUARY 5, 2018 TUESDAY FEBRUARY 20, 2018 (IN OBSERVANCE OF PRESIDENTS DAY)	FRIDAY JANUARY 5, 2017 FRIDAY JANUARY 19, 2017
MONDAY MARCH 5, 2018 MONDAY MARCH 19, 2018	FRIDAY FEBRUARY 2, 2017 FRIDAY FEBRUARY 16, 2017
MONDAY APRIL 2 2018 MONDAY APRIL 16, 2018	FRIDAY MARCH 2, 2017 FRIDAY MARCH 16, 2017
MONDAY MAY 7, 2018 MONDAY MAY 21, 2018	FRIDAY APRIL 7, 2017 FRIDAY APRIL 21, 2017
MONDAY JUNE 4, 2018 MONDAY JUNE 18, 2018	FRIDAY MAY 4, 2017 FRIDAY MAY 18, 2017
MONDAY JULY 2, 2018 MONDAY JULY 16, 2018	FRIDAY JUNE 1, 2017 FRIDAY JUNE 15, 2017
MONDAY AUGUST 6, 2018 MONDAY AUGUST 20, 2018	FRIDAY JULY 6, 2017 FRIDAY JULY 20, 2017
TUESDAY SEPTEMBER 4, 2018 (IN OBSERVANCE OF LABOR DAY) MONDAY SEPTEMBER 17, 2018	FRIDAY AUGUST 3, 2017 FRIDAY AUGUST 17, 2017
MONDAY OCTOBER 1, 2018 MONDAY OCTOBER 15, 2018	FRIDAY SEPTEMBER 7, 2017 FRIDAY SEPTEMBER 21, 2017
MONDAY NOVEMBER 5, 2018 MONDAY NOVEMBER 19, 2018	FRIDAY OCTOBER 5, 2017 FRIDAY OCTOBER 19, 2017
MONDAY DECEMBER 3, 2018 MONDAY DECEMBER 17, 2018	FRIDAY NOVEMBER 2, 2017 FRIDAY NOVEMBER 16, 2017

Attachment: 2018 PZ Meeting schedule (2018 Planning and Zoning Commission Meeting Schedule)

Meetings are held at 6:30 PM in the Council Chambers of the Creve Coeur Government Center the first and third Mondays of the month unless otherwise specified.

Applications are due one month prior to the scheduled meeting.