



AGENDA
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, DECEMBER 4, 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. November 20, 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 #16-031: Rezoning, Conditional Use Permit, and Site Development Plan and Boundary Adjustment Approval of a Mobil on the Run Convenience Store with Gas Pumps and Briteworx Car Wash Facility Located at 11109-11141 Olive Boulevard & 11100-11114 Oak Lake Court, Currently Zoned GC General Commercial and C Single Family Residential**

Kevin Kamp, of Civil & Environmental Consultants, Inc. has submitted revised drawings and information on behalf of Wallis Companies (Arch Energy, LLC), for the rezoning of 11127, 11135 & 11141 Olive Boulevard, from C-Single Family Residential District to GC-General Commercial District for the portions of these properties located within the city limits of Creve Coeur. A revised Conditional Use Permit and Site Development Plan application for a new Mobil-on-the-Run convenience store with gas pumps and BriteWorx Car Wash facility has been submitted encompassing 11109-11135 Olive Boulevard and portions of 11100, 11108, 11114 Oak Lake Court located within the city limits of Creve Coeur. The original proposal was reviewed by the Planning and Zoning Commission on December 5, 2016. The City Council reviewed the proposal and referred it back to the Planning and Zoning Commission at its meeting on April 24, 2017.

2. **PUBLIC HEARING. Application #17-027: Text Amendments To Various Sections 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.

NEW BUSINESS

1. **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.

2. PUBLIC HEARING. Application #17-038: Conditional Use Permit And Site Development Plan For Modification To The Exterior Of The Existing Building For Lou Fusz Mazda Franchise At 925 North Lindbergh Boulevard. Motion To Continue The Item To The January 16th Meeting

Stephen Hollander, of SJ Hollander Architects, on behalf of Lou Fusz Automotive Network, has submitted a request for a conditional use permit to modify the exterior of the building of the former Nissan Dealership located at 925 N. Lindbergh Boulevard for the Lou Fusz Mazda Dealership and add a 4,700 square foot addition to the building. New Car Dealers (NAICS 441110) are permitted as conditional uses with review and approval by the City Council upon the recommendation of the Planning and Zoning Commission. Request to postpone the matter to the January 16th Planning and Zoning Commission meeting. A motion to continue the public hearing until then is necessary.

3. Application #17-040: Minor Site Plan Approval For New Exterior Painting And LED Lighting For The Post II Sports Bar And Grill At 763 Old Ballas Road

Shannon Brown, DeSIGNery, on behalf of the Post Sports Bar and Grill at 763 Old Ballas Road, has submitted for a minor site plan for modifications to the exterior of the tenant space that includes new LED tube lighting to mimic the style of exposed neon that will highlight the width of the tenant space, and new painted red, white, and blue stripes that match the colors of the sign along the lower portion of the tenant space.

4. Application #17-044: 845 North New Ballas Court Easement Vacation (Part of Lot 13 CityPlace Subdivision)

A request has been filed by Colleen Ruiz, attorney and property owner's representative, for an easement vacation on the property at 845 North New Ballas Court, occupying Part of Lot 13 of the CityPlace Subdivision. The applicant is requesting that the City approve the vacation of a portion of an existing 10-foot wide easement which is located underneath a multi-floor parking structure that serves City Place 5. According to the applicant, the utility companies have installed their improvements elsewhere on the property and the need for a utility easement is no longer needed to properly serve the development. An easement vacation exhibit prepared by Cole and Associates accompanies the request highlighting the portion of the easement to be vacated.

WORK AGENDA

DEPARTMENT REPORTS

Director of Community Development

ADJOURNMENT

Posted: _____
Jason W. Jaggi
Director of Community Development



DRAFT MINUTES
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, NOVEMBER 20, 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 (Absent)

The following staff were also present: Carl Lumley, City Attorney; Jason Jaggi, Director of Community Development; Whitney Kelly, City Planner; and, Jessica Stutte, Planning Assistant/ Recording Secretary.

ACCEPTANCE OF THE AGENDA

Mr. Rovak made a motion to amend the agenda to reflect that application 16-031 should be Unfinished Business. Ms. Silverman seconded.
 Ms. Silverman made a motion to approve the agenda as amended, Mr. Rovak seconded. All aye

APPROVAL OF MINUTES

1. November 6, 2017 Planning and Zoning Commission Draft Meeting Minutes

Ms. Silverman made a motion to approve, Mr. Rovak seconded. All aye.

PUBLIC COMMENT

UNFINISHED BUSINESS

NEW BUSINESS

- 1. Application #16-031: Rezoning, Conditional Use Permit, and Site Development Plan and Boundary Adjustment Approval of a Mobil on the Run Convenience Store with Gas Pumps and Briteworx Car Wash Facility Located at 11109-11141 Olive Boulevard & 11100-11114 Oak Lake Court, Currently Zoned GC General Commercial and C Single Family Residential. Motion to Continue the Item Until the December 4, 2017 Meeting.**

RESULT:	CONTINUED [UNANIMOUS]	Next: 12/4/2017 6:30 PM
MOVER:	Don Magruder, Commission Member	
SECONDER:	Heather Silverman, Commission Member	
AYES:	Carney, Rovak, Kistner, Hall, Magruder, Silverman	
ABSENT:	Schuh	

- 2. Application #17-039: Minor Site Plan for a Fence Within the Front-Yard Setback Along St. Paul Drive for the Property at 188 Carriage Square Drive**

Mr. Jim Skiljan, fence contractor, said he was prepared to answer any questions.

Ms. Whitney Kelly said the fence is along the rear portion of the property for 120 feet along St. Paul Street. She said they are proposing the fence in between a natural opening of trees. She said it would be visible in some places along St. Paul. She suggested the fence could be moved back to the 15 foot easement if there is concern, but that it blend in with the natural surroundings.

Ms. Kistner asked Ms. Kelly to clarify how far it was from the property line.

Ms. Kelly said it was 3 feet from the rear property line.

Ms. Kistner asked if there was a path showing in one of the photos.

Ms. Kelly said there used to be a fence there.

Ms. Kistner asked about the density of foliage.

Ms. Kelly said there was about a 5 foot portion where the fence would be exposed due to lack of foliage.

Mr. Magruder asked if it was moved to the 15 foot easement setback would the fence be between the trees.

Ms. Kelly said it would be on the opposite side of the landscaping by the patio.

Mr. Carney asked how close the fence was to the street.

Ms. Kelly said she hadn't measured it.

Mr. Skiljan said it was 15-18 feet. He said he had received clearance from UE to put in a fence.

Mr. Carney asked if any vegetation would be removed.

Mr. Skiljan said only brush.

Mr. Carney asked if they moved the fence closer to the house if trees would have to be removed.

Mr. Skiljan said there would be a number of trees to be removed.

Mr. Rovak asked about the material.

Ms. Linda Maniscalco said she didn't understand why he needed a fence. She said no one else in their subdivision had a fence.

Mr. Stephen Spurgeon said the foliage was nice and a fence would impede the view. He said he didn't understand why he would only put up part of a fence.

Ms. Sandra Spurgeon said she would like to know the purpose of the fence and how far the fence would be from the curb. She suggested the fence be put on the inside of the trees so it would be less visible. She asked if this was being rezoned.

Ms. Kistner said it was a minor site plan and was not being rezoned.

Ms. Liz Galie said much of her house overlooks huge evergreen trees. She said fences are not in Malcolm Terrace. The nature there is unobstructed. She said you cannot see through the trees. She suggested the owner put the fence closer to his home than the trees.

Mr. Ned Maniscalco said he did not think Mr. Skiljan or Ms. Kelly adequately addressed the comprehensive plan's desire to keep open spaces.

Ms. Kistner asked the homeowner to address the reason for the fence, why the fence could not be moved back 15 feet and if additional landscaping could be added for screening.

Mr. Amin Radparvat, the homeowner, said the fence would not impede any view. He said AT&T slaughtered a number of evergreen trees. He said the fence will not block the trees. He said he chose the color of fence to blend in. He said it would be camouflaged. He said nothing will be disturbed. He told the fence installer that no trees were to be cut. He said trees can grow after the fence. He said he planted trees there for the last 15 years at his expense.

Mr. Carney asked if his property backed up to the part of the fence.

Mr. Radparvat said it did and the fence was an effort to keep the area clear of trash.

Mr. Rovak asked about the location of the fence and why it doesn't go the entire way across the back line.

Mr. Radparvat said it was for privacy and security. He said the trees provided security past where he was proposing the fence.

Ms. Kistner asked about the location of the fence and the 15 foot line.

Mr. Skiljan said it was densely populated with trees closer to the house and further back. Their request is to save the trees and work around them with the proposed fence.

Mr. Magruder said it made sense to him but he would like to see the gap filled with landscaping.

Mr. Skiljan said the gap was there to allow the landscape crews in to the property.

Mr. Radparvat said landscaping would be added in and the fence would be unable to be seen.

Ms. Sandra Spurgeon said the landscape crews enter the property by their house.

Ms. Kistner said it seemed low impact and the materials appropriate.

Mr. Rovak said the outer row of vegetation would remain the same as they were evergreens.

Mr. Carney said to put it at 15 feet would take away from the landscaping and there was a fence there previously.

Ms. Kelly suggested maintaining the landscaping be added as a condition.

Ms. Kistner said that staff's report was very balanced.

Mr. Magruder made a motion to approve with the condition to maintain the existing landscaping.

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

3. PUBLIC HEARING. Application #17-036: CONDITIONAL USE PERMIT FOR a FREDDY'S FROZEN CUSTARD AND STEAKBURGERS AT 10453 OLIVE BOULEVARD

Those speaking to the request were sworn in.

Mr. Greg Waldo of Wichita, KS spoke to the history of the business and current locations in the Midwest. He said this location would not have a drive-thru. He said the signage would be on two sides of the building due to the recent sign zoning code changes. He said they would like to have red and white awnings.

Mr. Rovak asked about the generic signage space.

Mr. Waldo said that space was for the other undecided tenant.

Mr. Carney asked about the number of seats.

Mr. Waldo said the larger patio faced the theater.

Mr. Carney asked if the service access was on the Olive side.

Mr. Waldo said it was on the Olive side.

Ms. Kelly talked about the new building and what was approved in July. She said there would be 84 seats indoor. She said the building is unique for this corporation, but the awnings are up for review by the Commission.

Mr. Lumley offered the exhibits for the record and the public hearing was closed.

Ms. Kistner said the only issue was the awnings and she finds them to be attractive and they would lend character to the space.

Motion to approve subject to the conditions in staff report and draft ordinance.

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

4. Application #17-037: SITE DEVELOPMENT PLAN APPROVAL FOR a RESIDENTIAL DEVELOPMENT SIGN FOR THE AMBLESIDE LANE SUBDIVISION

Mr. Matt Jessy said he was here to represent his neighbors.

Mr. Carney asked where the solar light would be.

Mr. Jessy said it would be on the top. He said the former light ran through the neighbors house.

Motion to approve subject to the conditions in staff report.

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

5. Application #17-040: Minor Site Plan Approval for New Exterior Painting and Led Lighting for the Post Sports Bar and Grill at 763 Old Ballas Road. Motion to Continue the Item Until the December 4, 2017 Meeting.

RESULT: CONTINUED [UNANIMOUS] **Next: 12/4/2017 6:30 PM**
AYES: Carney, Rovak, Kistner, Hall, Magruder, Silverman
ABSENT: Schuh

6. Application #17-041: 273 Prince Towne Easement Vacation

Mr. Jaggi said a retaining wall is needed to correct a problem which would be placed within the easement. He said there are no impacts to the easement release and the utilities have submitted their approval.

Motion to approve subject to the conditions in staff report

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

7. Application #17-042: BOUNDARY ADJUSTMENT PLAT TO CONSOLIDATE THE GOVERNMENT CENTER PROPERTY INTO ONE 8.53 ACRE LOT

Mr. Jaggi said this is a request to consolidate the parcels into one to avoid a potential building code issue prior to construction of the new police building.

Motion to approve subject to the conditions in staff report.

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

WORK AGENDA

None

DEPARTMENT REPORTS

Mr. Jaggi said there would be a few items to review at the December 4th meeting.

He said Waterway withdrew their application for a text amendment, but has not withdrawn their conditional use permit.

He said HBE may be back at the earliest the second meeting of December.

ADJOURNMENT



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

**APPLICATION TO PLANNING AND ZONING COMMISSION
#16-031 FOR THE REZONING, CONDITIONAL USE PERMIT, AND SITE
DEVELOPMENT PLAN AND BOUNDARY ADJUSTMENT APPROVAL OF A
MOBIL ON THE RUN CONVENIENCE STORE WITH GAS PUMPS AND
BRITWORX CAR WASH FACILITY LOCATED AT 11109-11141 OLIVE
BOULEVARD & 11100-11114 OAK LAKE COURT, CURRENTLY ZONED GC
GENERAL COMMERCIAL AND C SINGLE FAMILY RESIDENTIAL**

FOR THE MEETING OF: Monday, December 4, 2017

LOCATION: 11109 – 11141 Olive Boulevard, and 11100, 11108, and 11114 Oak Lake Court, including portions of unincorporated St. Louis County, at the northwest corner of Schulte Road, and Olive Boulevard.

REQUEST: Kevin Kamp, of Civil & Environmental Consultants, Inc. has submitted an application on behalf of Wallis Companies (Arch Energy, LLC), for the rezoning of 11127, 11135 & 11141 Olive Boulevard, from C-Single Family Residential District to GC-General Commercial District, and for a Conditional Use Permit, Site Development Plan and Boundary Adjustment for a new Mobil on the Run convenience store with gas pumps and BriteWorx Car Wash facility encompassing 11109-11135 Olive Boulevard and 11100-11114 Oak Lake Court.

ADDITIONAL INFORMATION: The original proposal was reviewed by the Planning and Zoning Commission on December 5, 2016. The City Council reviewed the proposal and referred it back to the Planning and Zoning Commission at its meeting on April 24, 2017. Section 405.360 GC- General Commercial District generally requires a minimum area of five acres, but not if expanding an existing GC District, and the existing Mobil Station at 11109 Olive Boulevard is already zoned GC-General Commercial. The proposal is 3.92 acres and is adjacent to an existing property zoned GC District. Gasoline Stations with Convenience Stores (NAICS #447110) and Car Wash Facilities (NAICS #811192) are conditional uses in the GC District. The existing Mobil was originally developed in 1984.

Key Issues:

- Does the request integrate with the existing surrounding uses?
- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request meet with the minimum standards of the proposed GC-General Commercial?
- Is the request consistent with the required findings for a conditional use permit?

Creve Coeur 2030

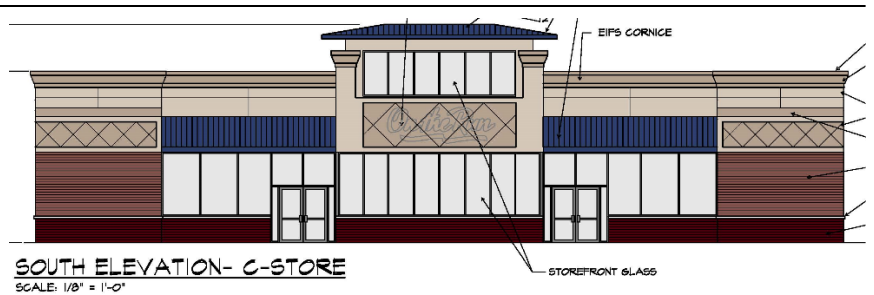
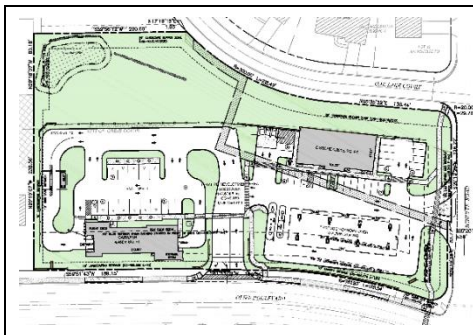
- East Olive Corridor Neighborhood Commercial District
- Objectives and Strategies

Zoning Code References

- Section 405.210: Regulation of Uses, Table A
- Section 405.360 GC-General Commercial District
- Section 405.470 Conditional Uses
- Section 405.1060 Zoning Changes and Text Amendments

APPLICANT: Kevin Kamp
Civil & Environmental Consultants, Inc.
4848 Park 370 Boulevard, Suite F
Hazelwood, MO 63042

PROPERTY OWNER: Wallis Companies (Arch Energy, LLC)
106 East Washington
Cuba, MO 65453



REPORT PREPARED BY: Jason Jaggi, AICP, Director of Community Development; Whitney Kelly, AICP, City Planner
DATE: 12/1/2017
ATTACHMENTS: Applicant's Revised Materials received November 27, 2017
Draft Ordinance
Public Comments received

SUMMARY OF PROPOSAL AND CHANGES SINCE THE PREVIOUS REVIEW

Kevin Kamp, of Civil & Environmental Consultants, Inc., on behalf of Wallis Companies, has submitted a request for the following:

- Rezone the 11127, 11135 & 11141 Olive Boulevard properties in the City of Creve Coeur from C-Single Family Residential District to GC-General Commercial District.
- Conditional Use and Site Development Plan approval for a 4,800 square foot 24-hour Mobil on the Run Convenience Store located on the former Oak Lake Court parcels, with 16 pumps (down from 20 with the canopy structure reduced from the 50' x 184' to a 48' x 144' configuration) gas station on the existing 11109 Olive Boulevard gas station site and a 4,460± square foot BriteWorx Car Wash, with 11 outdoor vacuum stations (reduced from a 5,128 sq. ft. facility with 17 outdoor vacuum stations) on the 11127 and 11135 Olive Boulevard properties that has proposed hours of operation of 7 AM to 9 PM. The Car Wash facility has been relocated along Olive Boulevard, with the vacuums and stacking lane north of the structure. The shown stacking lane for the Car Wash has been reduced from 27 cars to 10 cars.
- 11141 Olive Boulevard will be rezoned for the proposed development but left undeveloped at this time so that the service bay door of the Car Wash facility does not face a residentially zoned property in order to comply with Section 405.470(13)(c) Gasoline Service Stations of the Zoning Ordinance and to reduce its size.
- Total site coverage for the portion that is in Creve Coeur is 71.5%, while the overall site coverage is 50.2%
- Boundary adjustment approval to consolidate 11109 – 11135 Olive Boulevard, and 11100, 11108, and 11114 Oak Lake Court into one 3.389 acre parcel. The home at 11141 Olive Boulevard will remain as a separate lot.

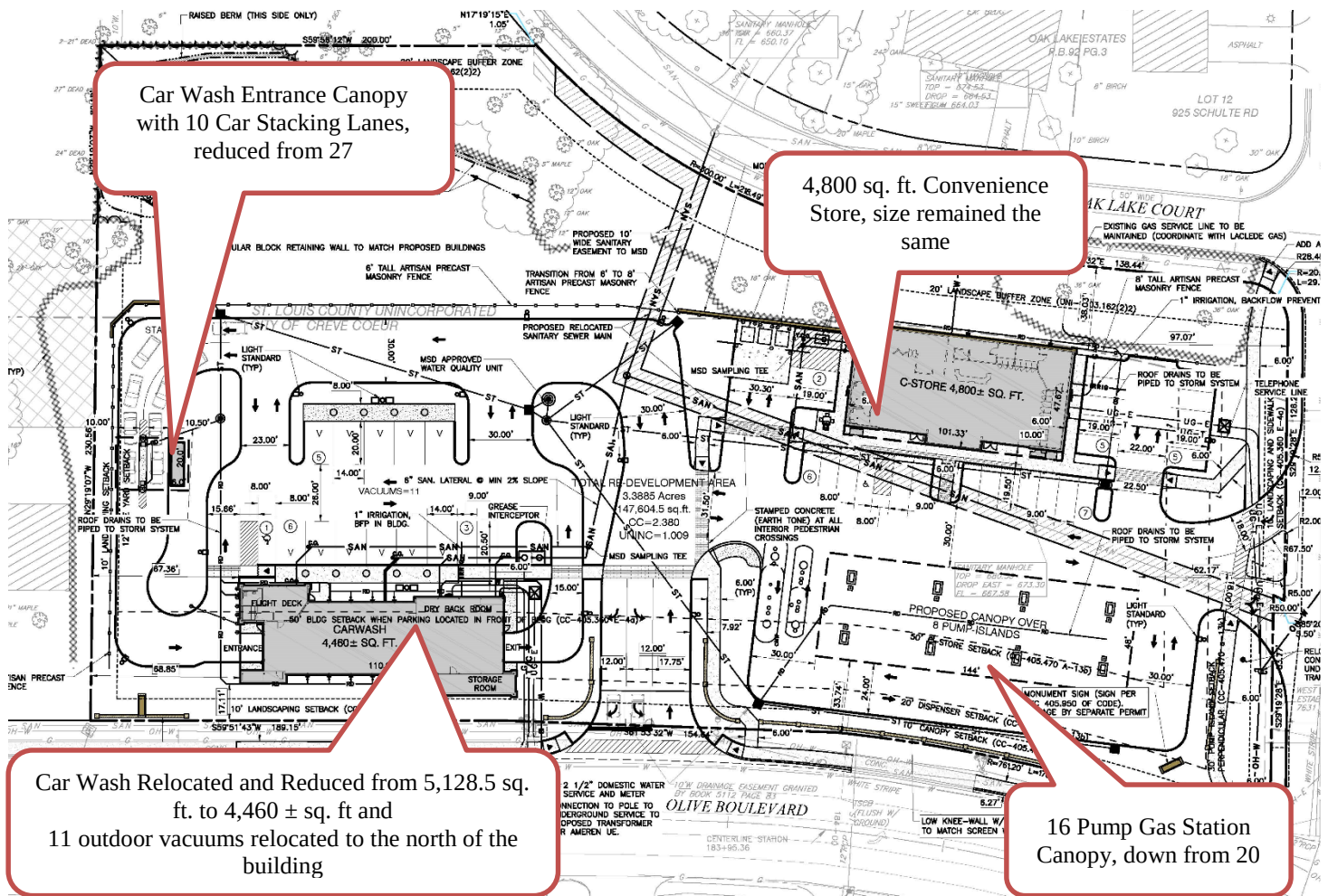


Figure 1: Close-up of the Applicant's Revised Site Development Plan

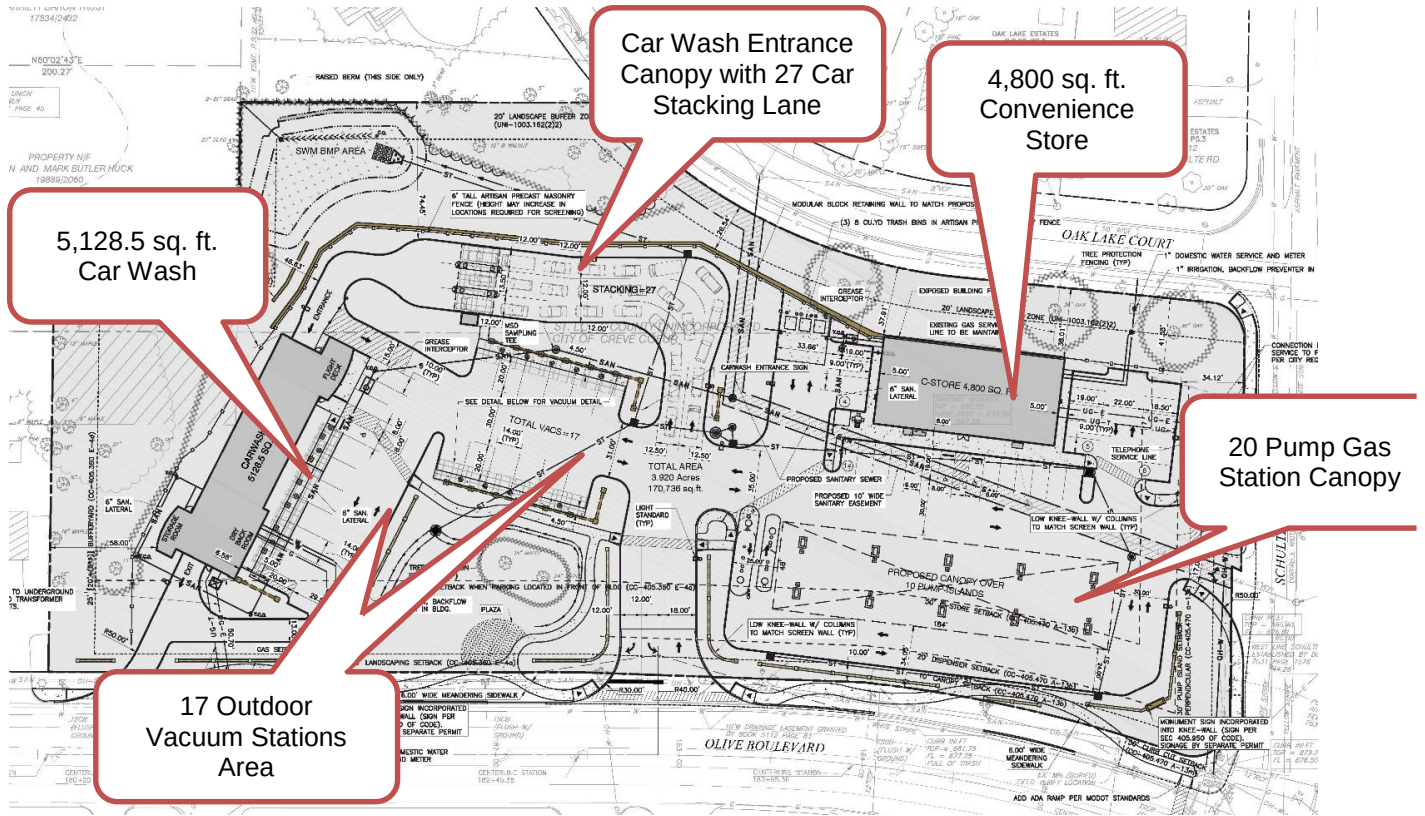


Figure 2: Close-up of the Site Plan from the December 5, 2016 Staff Report



Figure 3: South Elevation of the Convenience Store

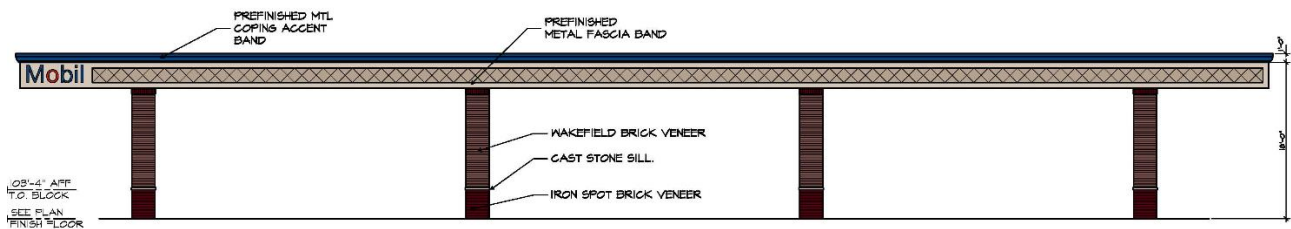


Figure 4: South Elevation of the Gas Pumps Canopy



Figure 5: South and East Elevations of the Car Wash Facility



Figure 6: East and South Elevation of the Car Wash Canopy

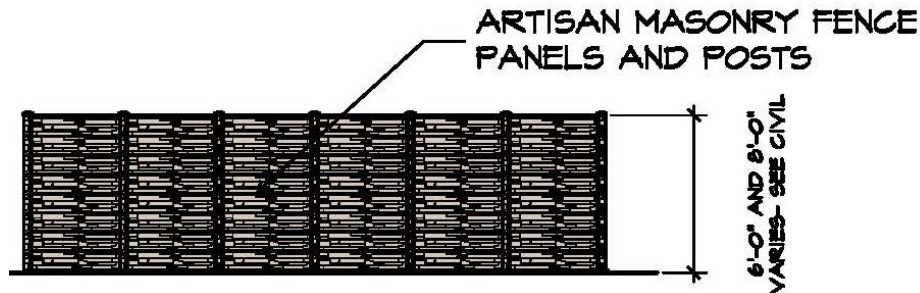


Figure 7: Close up of the Typical Fence Detail

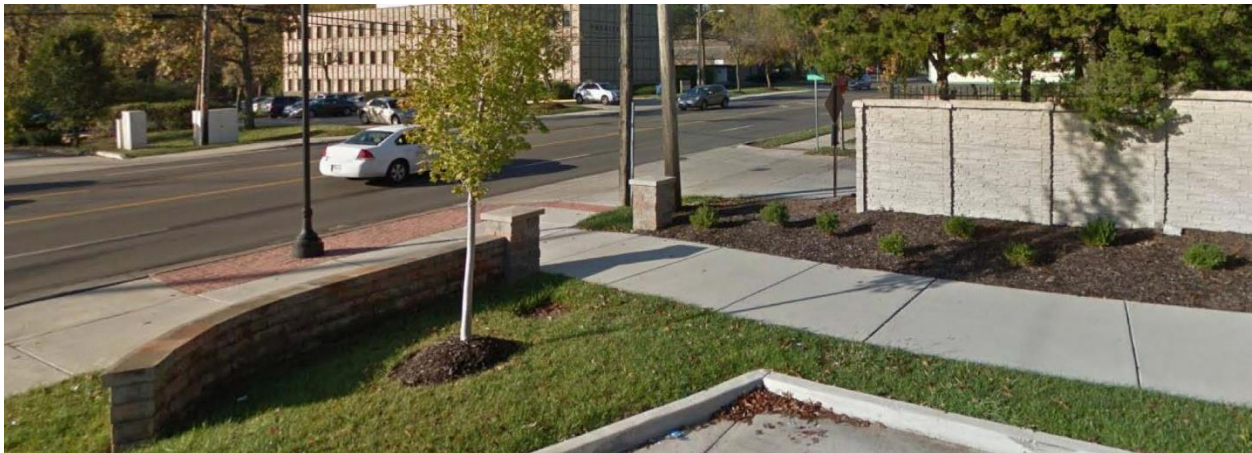


Figure 8: Close-up of Site Elements examples of the Knee wall and Fence design at the Olivette location



Figure 9: Detail of an example of the Trash Enclosure from Site Elements

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Residential	Unincorporated St. Louis County C8 Planned Commercial; R3 Residential	Partial Oak Lake Court
South	Complete Music, Masonic Lodge; Residential Structures used for offices	Partial GC General Commercial; C Single Family Residential	Olive Boulevard
East	Gas Station with Car Wash	GC General Commercial	Schulte Road
West	Residential	Partial C Single Family Residential; A Single Family Residential	NA

COMPREHENSIVE PLAN REVIEW

As discussed in the previous review of the proposal, 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 retail boutiques, neighborhood service businesses, small-scale restaurants, attached townhomes, and low-density multi-family home and single family homes. Development of the East Olive corridor should encourage pedestrian access from adjacent neighborhoods and prioritize walkability between neighboring lots while accommodating car access and easy parking. Revitalization of this area has faltered due to the lot constraints, direct adjacency to established residential neighborhoods, and frontages onto Olive Boulevard. Existing lot constraints limit the limit development options for these properties. The East Olive Corridor comprises the Neighborhood Commercial District (NC) place type that supports the development of a variety of medium-to low –density commercial, retail, office, neighborhood service business and residential development in a commercial corridor with shallow lot depths. This district is designed to provide a transition between more intense commercial districts to the east and west that would build toward a coherent corridor identity. (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.

Further, the Comprehensive Plan includes the overall goals of Placemaking & Community Identity that include the following:

- Improves streetscapes and public realm enhancements (Strategy 1.3),
- Ensures that adjacent non-residential and residential developments are compatible with each other (Strategy 1.8); and,

And, Under Economic Growth and Community Services that include:

- Strategy 3.1: Ensure future economic growth is responsive to the changing economy and captures the “place-making dividend”.
- Strategy 3.3: Transform the Olive Boulevard corridor with a Central Business District and supporting Mixed-Use Districts.

Compatibility with the Comprehensive Plan

The revised drawings represent an improvement since the previous application, with the relocation of the car wash to be placed along Olive Boulevard to create greater interest, reducing the overall size of the proposed development, and providing pedestrian elements such as the knee wall and lush landscaping along the pedestrian walkways, and sufficient landscaped buffer along the rear of the development for protection of the residential developments to the north. The concerns of staff and the Commission with the prior proposal focused on the policies of the Comprehensive Plan involving the scale of the proposed development, and the intensity of the uses at the scale which was proposed. The revised proposal reduces the overall scale in many areas including land area; number of gas pumps and size of overhead canopy; reduced size of the car wash structure, the number of outdoor vacuum stations; and, reduced stacking lanes.

Staff has compared the scale of the revised plan with the individual components of the car wash building, convenience store and gas canopy with other properties along the East Olive corridor. Several other buildings have been developed at the approximate same size, such as the Walgreens, the multi-tenant retail building where FroYo and BMO Harris Bank are located; Scotsman’s Jewelry and others suggests that the scale is now more proportionate with the existing commercial developments. The commercial development of these properties is oriented along Olive at a similar depth as other commercial developments within the East Olive corridor. Figure 10 provides an overlay of the redevelopment within the context of the immediate area to assist the Commission in its review of the scale.

The Comprehensive Plan also acknowledges the development challenges inherent with the East Olive corridor, many of which are present with these properties and with this development proposal. These include shallow lot depths, topography, small individual parcels, and the zoning requirements which involve assembly of multiple properties to provide sufficient land for development to provide the necessary buffering from residential property.

With respect to rezoning and commercial expansion of the East Olive corridor, the Comprehensive Plan foresees the redevelopment of properties in this area to transition to commercial along Olive with emphasis on protection from adjacent established residential neighborhoods. The revised proposal provides for sufficient buffering including tree preservation, additional landscaping and screen walls to afford reasonable protection for the adjacent residences.

Because the Comprehensive Plan provides broader goals to support the vision, the interpretation of the degree to which the development proposal achieves these goals is the charge of the Commission in its recommendation to the City Council. If the Commission finds that the proposal still does not meet with the goals of the Comprehensive Plan, further direction should be provided to the Applicant.



Figure 10: GIS view of the area with the components of the proposal shown.

DESIGN GUIDELINES REVIEW

The City's Design Guidelines provide further recommendations on the layout and design for gas stations and car washes that include building architecture should be designed to provide an attractive appearance that is compatible with the surrounding area. Prefabricated or pre-designed buildings are strongly discouraged. When requested and approved, such buildings are to be substantially modified and embellished to create a project that is complementary to the community fabric. All architectural details should be related to an overall architectural theme. Separate structures, such as canopy, car wash or cashier's booth, on the site should be avoided. When requested and approved, separate structures are to have consistent architectural detail and design elements that provide a cohesive project appearance. And, 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 front the street into the project site. (p. 11-12)

The Design Guidelines general recommendations include:

- Well-articulated high quality designs with pedestrian elements included;
- Scale of the building should be carefully considered with an architectural and urban scale compatible with the neighboring developments and that the coordination between the actual or apparent height of adjacent structures is strongly encouraged.
- Adjacent structures should carry the lines of one building into the next through the use of varying window heights, brick coursing, or other horizontal elements that complement neighboring buildings. (p. 7).
- Clearly defined primary building entrances that is oriented toward the street level.
- Building that are styles in an attempt to use the building itself as advertising are strongly discouraged, particularly where the proposed architecture is the result of a "corporate" or

franchise style. The building should not be designed as a sign and should not be flood lit at night. (p.8)

- Materials that have good architectural character, with a preference toward “green” traditional building materials, and limited use of EIFS (p. 9)

The following is a list of design matters that should be reviewed with the applicant by the Commission:

- The elements of corporate architecture and the overall massing of the structures.* The proposal utilizes similar designs throughout the various structures; however, corporate design elements of Mobil on the Run and Briteworx car wash are present. The structures are not pre-fabricated and the architect has designed the buildings to be unique to the location. For example, a darker blue accent striping and for the tower roof structures are used instead of the traditional Mobil blue color. Staff believes that additional brick on the storefront of the c-store and on the car wash, particularly the west elevation of the wash and limiting the blue accents in between the glass on the car wash storefront would further the proposal toward the Design Guidelines and provide an improved appearance.
- Building elements, such as parapet wall, penthouses or screen walls should be treated as an integral part of the architecture.* The mechanical screening and parapet walls are well integrated on the c-store, however, as noted, the amount of brick could be expanded to provide an improved appearance.



Figure 11: Close-up of the East Elevation showing the height of the storefront in comparison to the overall structure.

On the c-store, the massing is somewhat blocky with no sloped roofs except for the central tower element. If the Commission believes this is a concern, additional sloped roofs could be provided to reduce the massing.

- The entrance to the c-store provides for the prominent entrance to attract attention from Olive Boulevard. The doors; however, do not correspond to this element. The applicant has stated that two entrances are preferred to provide easier access to the store. Additionally, the column elements at the front entry do not carry all the way down. Staff would note that the awnings provide covering of the entrances; however, the placement on opposite sides of the tower element are not typical.



Figure 12: Close-up of South Elevation of the Convenience Store

- Accessory structures such as trash enclosures and fencing and similar site elements are to be compatible with the architecture of the main buildings and should use similar materials. The proposed walls and trash enclosure is inconsistent with these recommendations, that appear to utilize a prefabricated stacked stone style fence panel in a light brown color, where a brick style similar to the building would move the proposal toward the Design Guidelines and the requirements for gas stations.
- The Design Guidelines strongly encourages high quality landscaping that accentuates the building and site, softens the effects of parking in areas and enhances the quality of life of the City; and, that there is a consistency of landscape design throughout a development, and that landscaped areas are to be maximized and balanced throughout the site. The proposed landscaping along Olive is well designed. However, most of the landscaping is behind the proposed knee walls and blocked from view, where it should be along the Olive side to be consistent with the Comprehensive Plan that calls for well landscaped frontages. Moving the knee walls back and/or providing the landscaping in front would further the proposal toward the Design Guidelines. Further, the design should be carried north along Schulte Road to provide sufficient headlight screening and fill in along the west property line.

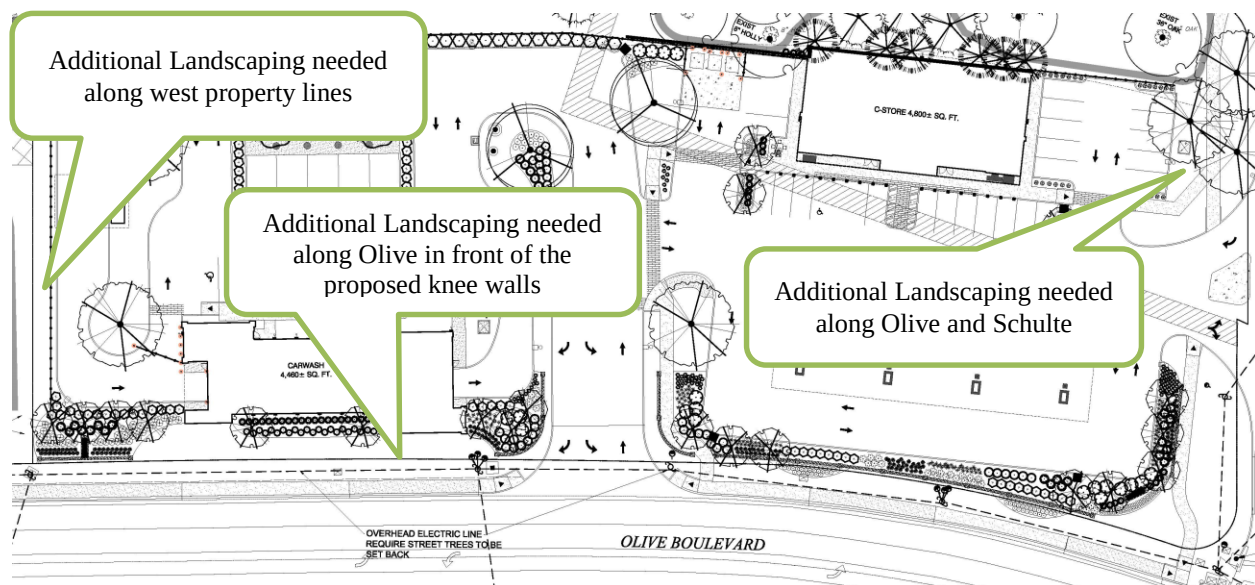


Figure 12: Close-up of the Landscaped Plan

- The proposed fence is extended south to the line of the car wash entrance. Staff recommends that the fencing be pulled back and dense, upright evergreens be carried north to provide for a softer, landscaped screening of the car wash entrance.



Figure 13: Google Image of the fencing at the Olivette Mobil location.

- The Landscape Plan lists Burning Bush as a proposed material, and that several of the proposed trees are 2 inch caliper. Burning Bush is listed on the City's Landscaping Guide as an invasive species, and all trees are to be a minimum of 3 inch caliper. Therefore any condition of approval should include that Burning Bush should be removed and replaced with a suitable material, and that all trees are to be 3 inch caliper.
- *The Design Guidelines recommend that sidewalks in front of retail businesses in a commercial district should be a minimum of 10 feet and include pedestrian amenities such as planters and benches. Outdoor sales, dining or storage should not impair pedestrian movement, and should maintain a minimum 4 foot clearance path along the sidewalk. Section 405.730(A)(2) Sidewalks of the Zoning Ordinance requires a minimum width of internal sidewalks in non-residential developments to be at least six feet and eight if used as a curb stop discussed further below. The Applicant is showing 6 feet along the east and west side of the c-store and in front of the tower element, and 10 feet at the entrances, per the image below. A 4 top table is shown on the west corner of the building for outdoor dining, in furtherance of the Design Guidelines. However, Staff recommends that all of the sidewalks adjacent to the building be increased to a minimum of 8 feet and that a minimum of four feet clearance along the car wash facility and the vacuums be provided to further the proposal toward the Design Guidelines and with the minimum requirements of the Zoning Ordinance. Additionally, the sidewalk in front of the car wash facility is showing 6 and 8 foot sidewalks, with the vacuum structures in the middle. This condition should be revised to provide at least a 4-foot wide clear pedestrian path.*

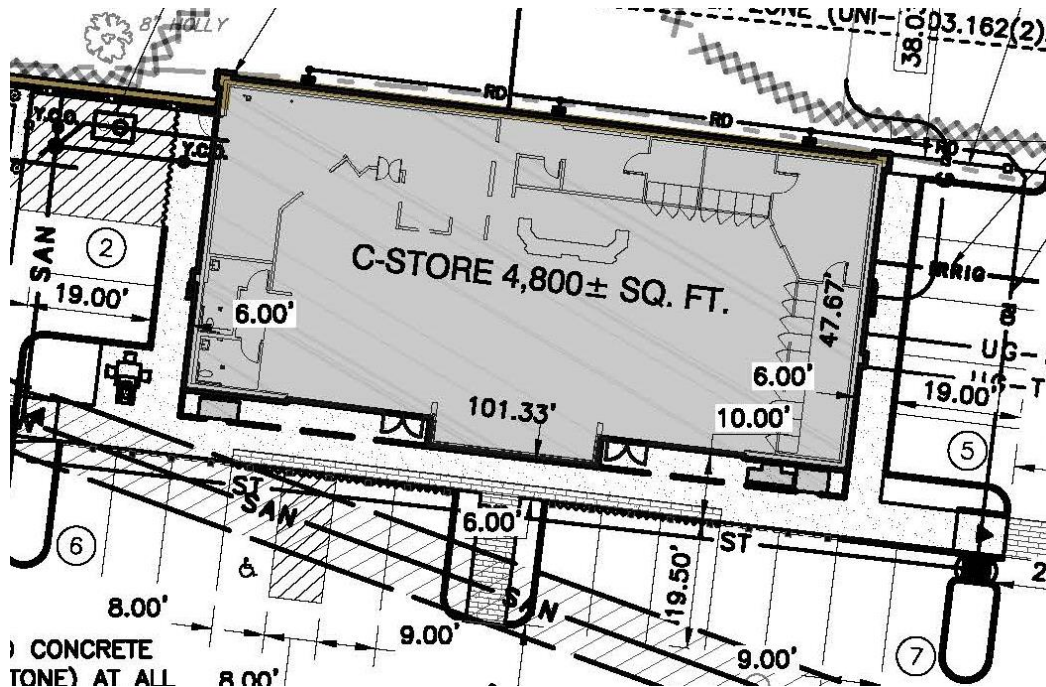


Figure 14: Close-up of the Site Development Plan.

- The Applicant is showing that all pedestrian crosswalks will utilize a stamped textured concrete in furtherance of the Design Guidelines that recommends at intersections, crosswalks, and main building entries, a change in sidewalk color, texture, or material should emphasize the location. Paint Striping to accentuate these areas is strongly discouraged. (p. 5). And as required in Section 405.730(A)(1)(c) Sidewalks of the Zoning Ordinance.

STAMPED CONCRETE



Figure 15: Close up of the Stamped concrete example from Applicant's materials.

- The City's Pedestrian Plan indicates that Olive Boulevard as a primary street should have a separated sidewalk. However, MoDOT has recently redone all of the sidewalks in this area along Olive Boulevard that are adjacent to the curb. Therefore, a condition to separate the sidewalk in this area has not been included.
- MoDOT has indicated the signal at Schulte and Olive Boulevard must be brought up to the ADA Compliance on all four legs of the intersection. MoDOT compliance has been included as a condition of approval.

ZONING REVIEW

Section 405.1060(B) of Zoning Changes and Text Amendments requires that the action of the Planning and Zoning Commission approving, disapproving, or conditionally approving the site concept or site development plan shall accompany its recommendation to the City Council regarding the rezoning. Therefore, while a recommendation on the proposed conditional use permit and site development plan with any rezoning is required, the rezoning of properties is not contingent on the implementation of the development and, if approved, would remain.

Section 405.360: GC-General Commercial District

The stated purpose and intent of the GC District is to accommodate by site development plan approval convenience retail shopping and services and offices which are free standing or part of small scale planned commercial developments and which are compatible in scale and intensity of use with adjacent residential uses. While a Gas Station with Convenience Store, and a Car Wash are conditional uses in the GC District, it is the overall scale and intensity of use that is reviewed with the stated purpose of the GC District. The purpose of the GC district is similar to the recommendations in the Comprehensive Plan. The convenience store, gas station, and car wash provide retail and services for the adjacent residential areas and other areas within this section of Creve Coeur.

With any rezoning, the minimum lots requirements for the proposed district apply. As discussed above, this is an expansion of the existing GC district that will total 3.92 acres. The minimum lot area is one-half acre with a minimum lot width of 75 feet, and minimum lot depth of 150 feet. The remaining parcel of 11141 Olive Boulevard is 100 feet in width an approximately 0.53 acres (0.43 acres in Creve Coeur and 0.10 acres in Un-incorporated St. Louis County.) The consolidated lot for the gas station, convenience store and car wash make up the remaining 3.39 acres. However, where a GC District abuts a single family residential district, 405.360(E)(4)(d) *Buffer yards* requires a buffer yard of twenty (20) feet on all sides that abut the single-family district. The minimum required buffer yard shall be increased in five (5) foot increments, up to a maximum of forty (40) feet, for each acre of the subject property over two (2) acres in area. All acreage shall be rounded up to the next whole number for buffer yard calculation purposes. The buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission. Therefore, for the property at 11141 Olive Boulevard that would be rezoned but left undeveloped, the required buffer yard from the west property line is 20 feet and for the consolidated parcel associated with the development, 30 feet where adjacent to residential. The site development plan drawings for the car wash and gas station with convenience store will need to be revised to show a 30 foot buffer yard where it abuts a single family residential district. However, the Applicants are showing sufficient room to provide for such buffer.

For the property at 11141 Olive Boulevard, the home and drive way is within this required buffer yard area. A rezoning of a property cannot be completed where it would create non-conformities on the site. Further, the future use of this residential structure is unknown and if left vacant, this property could become a nuisance for the surrounding area. A condition to remove the existing home and driveway for future redevelopment and to comply with zoning has been included.

Maximum structure height shall not exceed 3 stories or 45 feet tall. The proposed is a single story use with the maximum structure height of approximately 27.38 feet for the convenience store, and 30.27 feet for the Briteworx Car Wash facility.

Maximum site coverage is 63%. The Planning and Zoning Commission may, in its discretion, allow the permitted coverage to be increased as a bonus by an additional factor to 70% in consideration of special or outstanding landscape and site planning features. As stated above, the total site coverage for the portion that is in Creve Coeur is 71.5%, while the overall site coverage is 50.2%.

“Use” Specific Regulations

Section 405.470(A)(13) provides specific requirements regarding gas stations and car washes:

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). The following specific development standards shall be met before a conditional use permit may be issued for a gasoline 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.
 - a. *Site size.* Service station sites shall contain a minimum area of twenty thousand (20,000) square feet, a minimum lot frontage of one hundred (100) feet and a minimum of twenty-five hundred (2,500) square feet for each dispenser, whichever is greater. A dispenser may have more than one (1) hose.
 - b. *Setbacks.* All buildings shall be set back at least fifty (50) feet from the street right-of-way line and at least ten (10) feet from any other property line unless a greater setback is required by other provisions of this Chapter. Dispenser islands shall be set back twenty (20) feet from any property line. Canopies may be erected to within ten (10) feet of a property line or street right-of-way to protect automobiles positioned for service at pump islands.
 - 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.
 - d. *Parking and access.* In addition to providing parking in accordance with Section 405.820(F), there should be adequate space on site for automobiles to wait in line for each dispenser island and dispenser.
 - e. *Fencing.* The site shall be fenced with a six (6) foot brick or stone masonry wall or solid fence of wood or other material deemed appropriate by the Planning and Zoning Commission along each property line which abuts property zoned to any residential classification ("A", "B", "C", "D", "AR" or "MR").
 - f. *Retail sales.* Sales shall be restricted for the service station to gasoline, oil, tires, batteries and automotive accessories and food and beverages sold from vending machines, unless permission is explicitly granted as part of the conditional use permit for the sale of other items or classes of items such as food, beverages, personal care or other convenience items or car washing services.
 - g. *Trash disposal and storage.* All used tires and parts, trash and similar objects shall be stored within a solid brick or concrete enclosure in the rear half or, in the case of corner sites, the rear quarter of the site.
 - h. *Major repairs prohibited.* Major engine or transmission dismantling, body and fender work, top and upholstery work shall not be permitted on the premises of the service station.
 - i. *Trailer and equipment rental prohibited.* Trailer and equipment rentals shall not be permitted to operate on the premises of a service station.
 - j. *Gasoline deliveries.* No delivery tanker shall park on public right-of-way during gasoline delivery, nor shall any hose be permitted on the public right-of-way.
 - k. *Pump island location.* Pump islands located parallel to the street should observe a twenty (20) foot setback. Pump islands located perpendicular to the street should observe a thirty (30) foot setback.
 - l. *Landscaping and buffering.* A landscaped buffer at least ten (10) feet in width should be provided along the length of all property lines including along all frontage on street rights-of-way except where broken for entranceways. Landscaping shall be provided in accordance with a landscape plan approved by the Planning and Zoning Commission.
 - m. *Curb cuts and corner radius.* On corner sites a twenty (20) foot curb radius shall be provided and no curb entrance shall be located within less than fifty (50) feet from the end of such curve. At intersections where a primary flow of right turn traffic is anticipated, a thirty-five (35) foot corner curb radius of curvature shall be provided, again with a fifty (50) foot curb cut setback from the end of the curve.

- n. *Sight lines. Landscaping provided along the street frontage in accordance with paragraph (13)(l) "Landscaping and Buffering" above should preserve sight lines for entering and exiting traffic. This does not preclude careful placement of street trees with high foliage or low growing shrubbery (below thirty (30) inches).*

The proposed site development plan meets with the requirements for the use with the exception of the trash enclosure. As discussed above, the fence and trash enclosure material is a stacked pre-cast stone that is inconsistent with the building materials. Section 405.470 (A) (13)(g) specifically states that the trash enclosure shall be a solid brick enclosure, therefore a condition of approval includes that the trash enclosure shall be a brick to match the building, for the Zoning Administrator's approval.

Landscaping

As discussed above, the proposal provides for well-designed landscaping, with a few minor additional landscaped areas and adjustments needed to meet with the recommendations of the Comprehensive Plan, Design Guidelines, and the Zoning Ordinance.

Section 405.540 Landscaping provides design standards for landscape plans that include a minimum of 1 street tree for every 30 lineal feet of street frontage and such trees shall be located on the subject property at least 2.5 feet, but not more than 12 feet from the back of the curb unless additional setback is necessary to accommodate planned road widening, overhead utility line or some other condition identified by the Director of Planning. The Landscape Plan indicates that due to the overhead utilities and the gas pump island canopy, the trees will be a columnar variety that will be setback 15-25 feet along Olive Boulevard and Schulte Road, and 3 broad shade trees provided at the north end of the property along Schulte Road, thus meeting with the requirements of the ordinance.

Section 405.810(A)(5) provides additional requirements for headlight screening for parking lots, and extending the landscaping north along Schulte Road is needed to meet with this requirement. As discussed above, a condition of approval is that the Landscape plans shall be revised to meet with this requirement of the zoning ordinance.

Lighting

All lighting will be in conformance with Section 405.680 Lighting of the Zoning Ordinance that all lights will be downcast and fully shielded and will not cast lighting upon adjacent property or right-of-way. The Applicant's photometric plan is showing that at the car wash canopy the lighting will be 1.4 at the property line. However, this property 11141 Olive Boulevard is also being rezoned to GC-District with this request, Staff does not have a concern with the amount of spillage in this area.

The gas station canopy lights will be flush mounted to comply with the City's Design Guidelines that lighting fixtures are to be flush with the underside of the canopy (p.12).

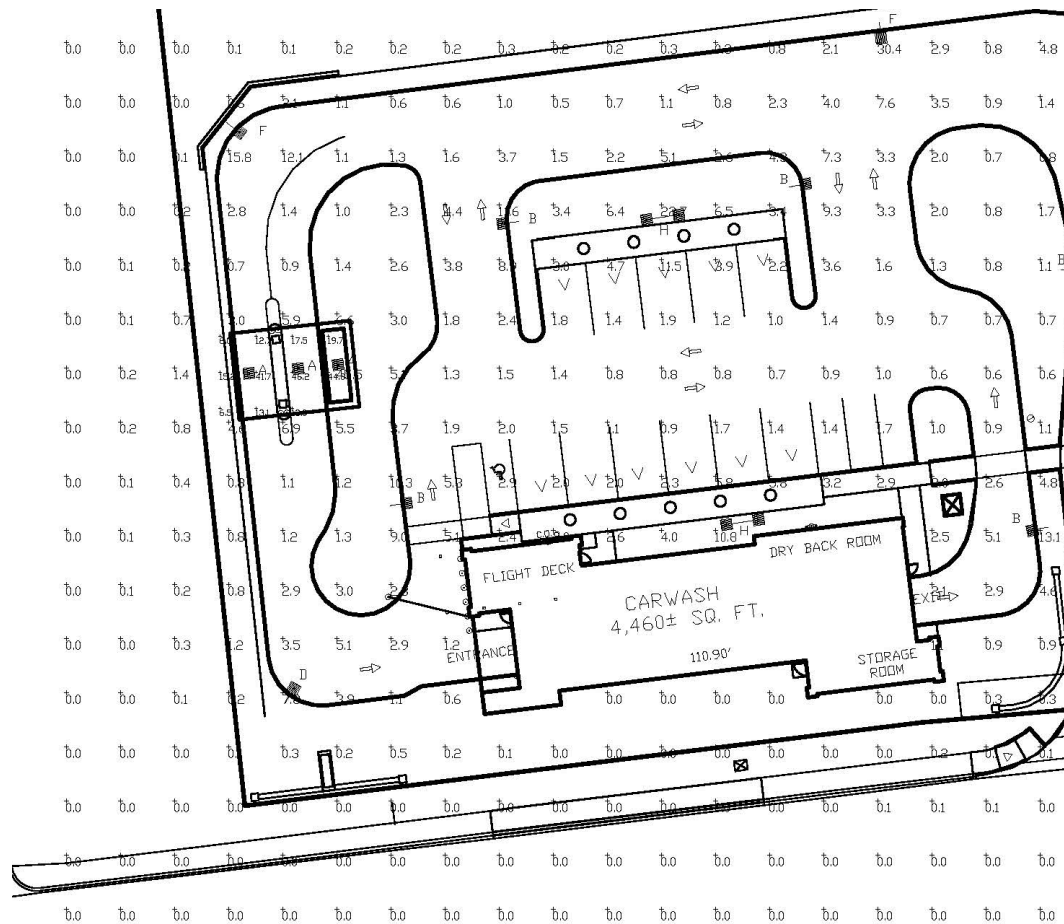


Figure 16: Close-up of the Applicant's Photometric Plan at the west property line

Stormwater Mitigation

The plans include a stormwater detention basin on the northwest corner of the property located in unincorporated St. Louis County. Roof drains and surface storm water runoff will be collected and piped into this basin.

Signs

Signs are reviewed at Staff level and review and ultimate approval of the development does not constitute approval of the signs shown on the drawings. Section 405.950(I) provides for specific direction on Automobile Service Station signs that include signs on the Canopy. Particularly subsection 4 that states that signs on the service station canopy shall not exceed 30 square feet in gross sign area per street frontage, and includes any business logo inclusive of striping or other symbols, appearing on the canopy shall count as part of the gross sign area. The Applicant's drawings show that the service station canopy will have a similar dark blue striping detail and crosshatched accent designs as the Mobil on the Run Store and the BriteWorx Car Wash facility. With these distinctions, staff does not believe that the darker blue coping of canopy should be considered an element of signage and count toward allowable sign area.

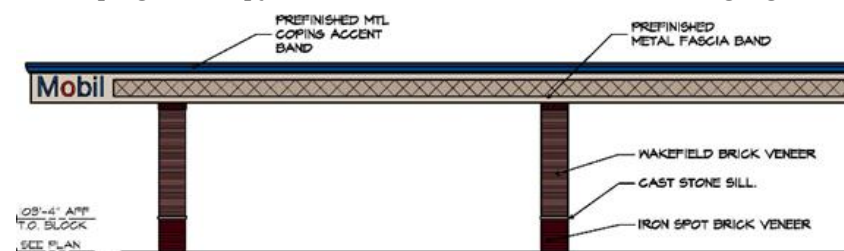


Figure 17: Close up of the Canopy structure elevation

SOUND STUDY

A sound study was completed by Designed Acoustics based upon the nature of the proposed use for the prior review. A revised sound study with the new layout has not been provided. The Study completed in November of 2016, indicated that a worst case scenario at the closest residential property line with an 8 foot wall would have a 49 dBA at the property line. While reviewing the BriteWorx facility in Florissant, MO the report states that sound levels were taken at the wall (barrier) located behind the carwash that separates the carwash from a residential neighborhood. (53dBA to 56dBA) Additional sound level readings were taken behind the wall. The sound level readings behind the wall were significantly lower. (42dBA – 45dBA).

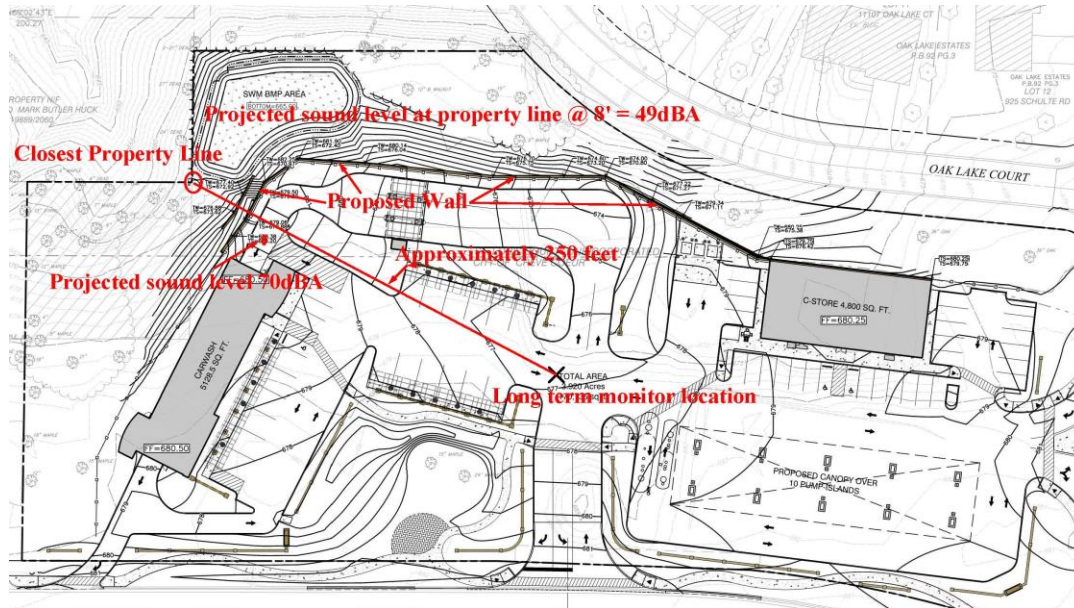


Figure 18: Close-up of the Acoustic Report Graphic

The graphics from the study is showing an average noise level of 65.8, with a Day average of 64.9 and night average of 57.0 on November 4, 2016

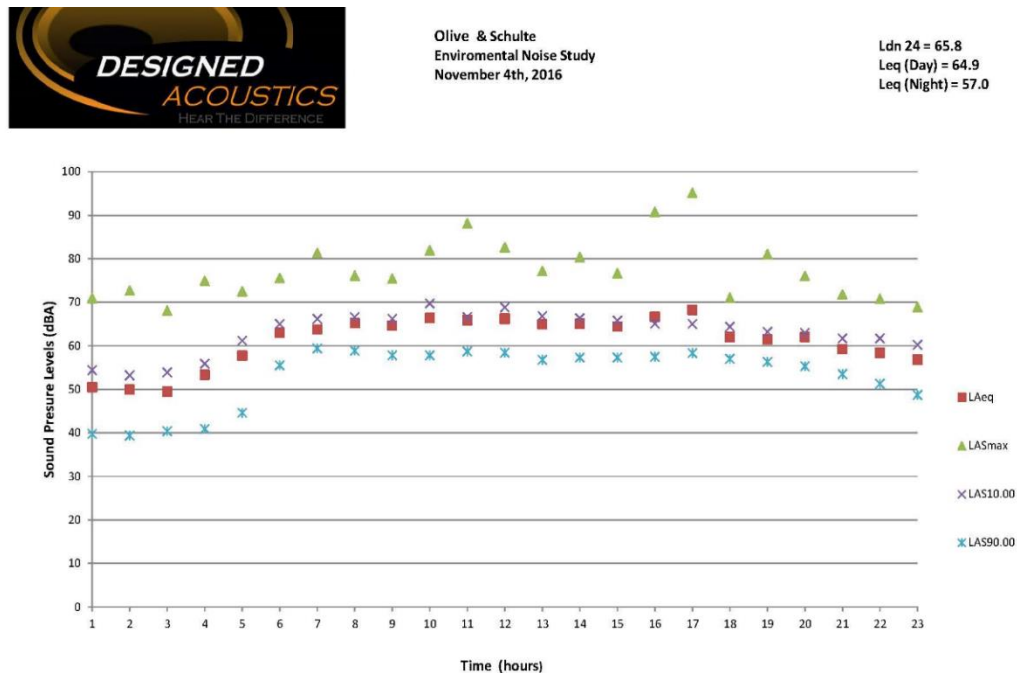


Figure 19: Graphic of the Environment Noise Study from the Applicant's Acoustic Study

As with a recent discussion of a similar facility the maximum sound, the perception of the noise and the level of sound impact can be very subjective. It should be noted that during that discussion, it was noted that the St. Louis County Daytime Permissible Sound Levels for a continuous operation of a car wash is 55 dBA max. To gain an understanding of the possible noise impacts associated with the car wash facility in particular, Staff would recommend that Commission members visit the Mobil on the Run location at 9371 Olive Boulevard in Olivette. The reorientation of carwash facility since this acoustic study was completed may further decrease the impact on the residential properties to the northwest. Staff recommends that an updated sound study be provided that reflects the current plan, prior to final Council review.

TRAFFIC IMPACT STUDY

A Traffic Impact Study (TIS) was submitted as part of the prior submittal and reviewed by the City's consulting traffic engineer. MoDOT has jurisdiction for Olive Boulevard and St. Louis County has jurisdiction for Schulte Road. Both agencies have reviewed the TIS and have provided the following comments and requirements:

MoDOT:

- The southbound dual left turns, due to geometric constraints with the southern approach, will not be required to be constructed.
- The development will dedicate right of way for future construction of dual southbound left turn lanes.
- The signal must be brought up to ADA compliance. This includes crosswalks on all 4 legs of the intersection with Audible Push Buttons and Countdown Pedestrian Signal Heads. If a specific crossing creates a safety concern, you can fill out a design exception for review and approvals
- An additional signal head is required for the southbound through movement. This can be mounted overhead on the existing mast arm or on a pedestal in the median island at the northbound approach.
- Based on the reduced number of trips that will be generated by the site, the right turn lane warrants on westbound Route 340 will need to be revised.

St. Louis County:

- Relocation and reconfiguration of Schulte Road access to be opposite the service station access to the east while restricting left turns into the subject site.
- Appropriate signal improvements as directed by MoDOT
- Reservation of ground for potential future alignment of Schulte Road.

St. Louis County observed that the traffic exiting the site should be more balanced amongst access points when level of service is particularly deficient at one while considerable excess capacity exists at others. In this case, is it reasonable to assume the large number of left turns at the unsignalized Olive Boulevard access when access to the signal is provided at Schulte Road? The County noted that no changes are necessary based upon this comment but should conditions change, this matter should be addressed.

Staff does not anticipate any additional requirements based on the redesign and would note that the former curb cut on the western end of the site has been eliminated. Nonetheless, a condition of approval has been included to require the applicant to provide approvals from MoDOT and St. Louis County based on an approved plan prior to the City issuing any construction permits for the project and that the traffic impact requirements of each agency be implemented.

BOUNDARY ADJUSTMENT PLAT

As part of this request, the Applicant has submitted a plat that would consolidate all of the individual lots into one new lot consisting of 3.320 acres and the lot at 11141 Olive Boulevard. The consolidated lots would straddle both jurisdictions of the City of Creve Coeur and Unincorporated St. Louis County.

REVIEW BY ST. LOUIS COUNTY

The total development site includes 2.807 acres located within the City of Creve Coeur and 1.113 acres located within Unincorporated St. Louis County. Based upon conversations with the St. Louis County Planning Department, the Applicant will be required to submit the plans for the County's approval in conjunction with the review by the City. Any approval by the City of this proposal should incorporate a condition that the Applicant receive approval of the plan by St. Louis County and that any conditions of approval imposed by the County be followed in addition to those by the City of Creve Coeur.

RECOMMENDATION AND ACTION

If approved, the proposed development would represent a notable change within the East Olive corridor. The proposal seeks to remove an antiquated gas station and accessory car wash with a more modern facility. With the suggestions offered by staff within this report along with discussions between the Commission and the applicant during the meeting, on balance, this revised proposal can achieve many of the goals and objectives of the Comprehensive Plan. Due to the nature of the proposed uses, the Commission should review the project to determine if any potential impacts with the development, particularly those that involve adjacent residential areas have been sufficiently mitigated.

If the Commission members believe that the revised proposal represents a development more in keeping with the Comprehensive Plan, meets the development standards of the zoning ordinance, including the conditional use requirements specific to gas stations, and significantly follows the Design Guidelines they should make a motion to approve the rezoning, conditional use permit and site development plans, and boundary adjustment. Staff has provided conditions below which are included in the draft ordinance:

1. The Conditional Use Permit shall be for the operation of a 4,800 square foot new 24-hour Mobil on the Run Gas Station with convenience store, with 16 gas pumps, and a 4,460 Car Wash Facility with 11 outdoor vacuums located at 11109 – 11135 Olive Boulevard, and 11100, 11108, and 11114 Oak Lake Court
2. The existing home at 11141 Olive Boulevard shall be removed and the site cleared to be in compliance with the zoning ordinance for buffering adjacent to residentially zoned property.
3. The Car Wash Hours of operation, including the vacuums shall be 7 AM to 9 PM, seven days a week.
4. The Applicant is required to submit Grading and Site Improvement Plans, showing all exterior improvements, for all new construction to the Division of Planning for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Grading and Site Improvement Plans shall be in substantial conformance with the Site Development Plans and the Landscape Plan submitted on November 27, 2017 as bound together and submitted in conjunction with Application #16-031 by CEC Civil & Environmental Consultants, Inc., and as amended below.
5. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the "Exterior Elevations" submitted on November 27, 2017 as bound together and submitted in conjunction with Application #16-031 by CEC Civil & Environmental Consultants, Inc., and as amended below.
6. The Landscape Plan shall be revised to provide additional plantings along Schulte Road and Olive Boulevard, as well as along the west property line, and relocate the knee walls further inward with the plantings on the public view for the Zoning Administrator's approval to meet with the City's Comprehensive Plan and Design Guidelines as well as Sections 405.540 and 405.810 of the Zoning Ordinance as discussed in the Staff Report for December 4th Planning and Zoning Commission Meeting.
7. An underground irrigation system shall be installed and maintained to serve all new landscaped areas. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt manner.

8. The fence line shall end in line with the northwest corner of the car wash facility, and the upright evergreen landscaped hedge shall be carried around to provide sufficient screening of the entrance.
9. The site development plan drawings for the car wash and gas station with convenience store shall be revised to show a 30 foot buffer yard where it abuts a single family residential district.
10. The site development plans shall be revised to provide a minimum of 8 feet of sidewalk adjacent to the building, with a minimum 4 foot clearance between the vacuums and the building to meet with the regulations of Section 405.730 Sidewalks and City's Design Guidelines.
11. The Applicant shall bring the signal at Schulte Road and Olive Boulevard to the ADA Compliance on all four legs of the intersection, and that an additional signal head is required for the southbound through movement that can be mounted overhead on the existing mast arm or on a pedestal in the median island at the northbound approach, per MoDOT and St. Louis County's recommendations and approval.
12. Copies of MoDOT and St. Louis County approval based on the approved plans shall be provided prior to the issuance of a Site Improvement Permit or Building Permits from the City.
13. Employee parking, delivery and company vehicles shall be parked interior to the site and as far from the public right-of-way as possible.
14. Outdoor storage and display of merchandise shall be prohibited.
15. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code. Specifically, no temporary signs, including window signs, shall be placed on the car wash building.
16. All lighting shall comply with Section 405.680 Lighting of the Zoning Ordinance.
17. A revised sound study shall be provided based on the final site development plans prior to final action by the City Council.
18. Noise levels shall meet with the St. Louis County standards.
19. Any mechanical equipment installed for the site shall be properly screened with approved materials.
20. Any future enlargement, extension, expansion or alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or alteration may be issued.
21. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
22. No conditional use permit granted by the City Council shall be valid for a period longer than one year from the date it grants the conditional use permit, unless within such period: (1) a building permit is obtained and construction is begun; or (2) if a building permit is not required, an occupancy permit is obtained and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the conditional use permit is scheduled to expire.
23. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to be bound by the approved Site Development Plan for the property and the conditions herein set forth, and written confirmation thereof signed by the new owner or lessee shall be filed with the City at the time of such transfer or lease. Failure to comply with this provision shall not excuse anyone from these conditions.

MOTION

The proposal will require three different motions for approval; one for the rezoning of all of the properties; the boundary adjustment plat and conditional use permit; and, the site development plan approval for the Gas Station and Car Wash. Below are example motions, in the appropriate order:

“I move to approve Application #16-031 for the rezoning of properties at 11127, 11135 & 11141 Olive Boulevard, currently zoned C Single Family Residential, to GC General Commercial.”

“I move to approve Application #16-031 for a boundary adjustment and conditional use permit for a Mobil on the Run convenience store and Gas Station and Briteworx car wash facility with 11 outdoor vacuum stations located as shown in the materials submitted on November 27, 2017 at 11109-11135 Olive Boulevard & 11100-11114 Oak Lake Court, subject to the condition that that a final drawing be prepared for review by staff and signature and recording.” (Conditions may be added, eliminated, or modified by preceding motion)

“I move to approve Application #16-031 for site development plan for a Mobil on the Run convenience store with 16 gas pumps and Briteworx car wash facility with 11 outdoor vacuum stations located at 11109-11135 Olive Boulevard & 11100-11114 Oak Lake Court as shown in the materials submitted on November 27, 2017, and per the conditions provided in the Draft Ordinance for the meeting of December 4, 2017” (conditions may be added, eliminated, or modified by preceding motion).

Or,

“I move to continue Application #16-031 for the rezoning, conditional use permit, and site development plan and boundary adjustment approval of a Mobil on the Run convenience store and Gas Station and Briteworx car wash facility located at 11109-11135 Olive Boulevard & 11100-11114 Oak Lake Court, to allow for the Applicant to revise the drawings based upon the discussion and direction from the Commission” (conditions may be added, eliminated, or modified by preceding motion).

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



Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

APPENDIX 4: SITE PHOTOGRAPHS

Photo Date: 12/01/2016



Description: View looking northwest at the Existing Mobil Station at 11109 Olive Boulevard from the Olive Boulevard and Schulte Road intersection.



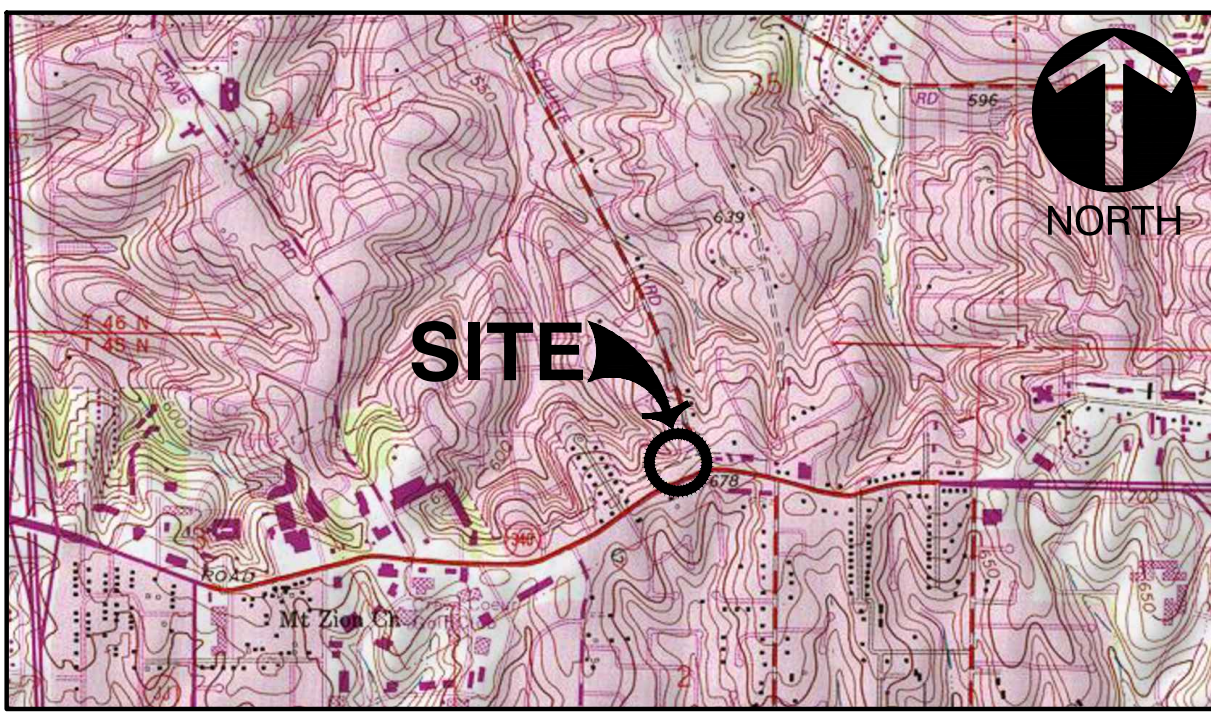
Description: View looking north at the home used as a commercial office at 11127 Olive Boulevard that that will be removed for the proposed development.



Description: View looking north at the home used as a commercial office at 11135 Olive Boulevard that will be removed for the proposed development.

	Description: View looking northwest at the home used as a commercial office at 11141 Olive Boulevard that will be removed for the proposed development. The home at 1147 Olive Boulevard in the background will be remaining.
	Description: View looking south from the subject property at the homes south of Olive Boulevard.
	Description: View looking southeast at the commercial buildings at the corner of Olive Boulevard and Mary Meadows Drive on the southside of Olive Boulevard.

	Description: View looking east from western property line of the subject properties.
	Description: View looking southwest of the home at 11100 Oak Lake Court that will be removed for the proposed development.
	Description: View looking east from the cul-de-sac of Oak Lake Court at 11108 and 11114 Oak Lake Court that will be removed for the proposed development.



USGS MAP

U.S.G.S. 7.5' TOPOGRAPHIC MAP CREVE COEUR QUADRANGLE MISSOURI
DATED 1990, PHOTOREVISED 1993
SCALE 1" = 2,000'

THE FOLLOWING UTILITIES AND OWNERS ARE LOCATED WITHIN THE WORK LIMITS OF THIS PROJECT

LAQLEDE GAS COMPANY
COMMERCIAL & INDUSTRIAL MARKETING
720 OLIVE STREET
ST. LOUIS, MO 63101
CONTACT: JIM TRAVIS
PHONE: (314) 342-0687
EMAIL: JTravis@laqledegas.com

AT&T TELEPHONE
402 N 3RD
ST. CHARLES, MO 63301
CONTACT: JIM LULLY
PHONE: (636) 949-4228

MCI FIBER
2400 NORTH GLENVILLE
RICHARDSON, TX 75082
CONTACT:
PHONE: (972) 729-6016 EXT. 1

MISSOURI AMERICAN WATER
727 CRAIG RD.
CREVE COEUR, MO 63141
CONTACT: DAWN SPINK
PHONE: (314) 996-2379
EMAIL: dawn.spink@amwater.com

CREVE COEUR FIRE PROTECTION
DISTRICT
11221 OLIVE BLVD.
CREVE COEUR, MO 63141
CONTACT: MR. KENNETH BLACK
PHONE:

ST. LOUIS METROPOLITAN SEWER
DISTRICT
2350 MARKET ST.
ST. LOUIS, MO 63103
PHONE: (314) 768-6200

AMEREN
DORSETT DISTRICT
1212 DORSETT ROAD
MARYLAND HEIGHTS, MO 63043
CONTACT: RYAN ALEXANDER
PHONE: (636) 387-6650
EMAIL: RAlexander2@ameren.com

CHARTER COMMUNICATIONS
815 CHARTER COMMONS
TOWN & COUNTRY, MO 63017
CONTACT: RICHARD STURK
PHONE: (636) 387-6650
EMAIL: mopping-design@chartercom.com

MODOT
WEST AREA PERMITS
1590 WOODLAKE DRIVE
CHESTERFIELD, MO 63017-5712
CONTACT: JIM BODART
PHONE: (314) 340-4318
EMAIL: James.Bodart@modot.mo.gov

ARCHITECT

OSM, INC.
15510 OLIVE BLVD., SUITE 207
ST. LOUIS, MISSOURI 63017
PH: (636) 536-7004
FX: (636) 536-7014
CONTACT: STEWART MACGREGOR
EMAIL: SM@ATT.NET

CIVIL ENGINEER

CIVIL & ENVIRONMENTAL
CONSULTANTS, INC.
4848 PARK 370 BLVD., SUITE F
HAZELWOOD, MISSOURI 63042
PH: (314) 656-4566
FX: (314) 656-4595
CONTACT: KEVIN KAMP, PE

LANDSCAPE

ACORN LANDSCAPES
HTTP://WWW.ACORNLANDSCAPES.COM
PH: (636) 394-0255
CONTACT: MARY FRANCOIS DEWESE
EMAIL: DEWESE@ACORNLANDSCAPES.COM

LIGHTING

PEIKER PIATCHEK ASSOCIATES
ST. LOUIS, MISSOURI 63129
PH: (314) 892-4646
FX: (314) 397-1160
CONTACT: RICHARD HAYDEN
EMAIL: RHAYDEBP@AOL.COM

PRELIMINARY DRAINAGE NOTES

- PROJECT AREA: 147,605 SQ.FT. (3.39 ACRES)
- WATERSHED: FEE FEE
- 15YR/20MIN DIFFERENTIAL RUNOFF (Q=A*PI, PER MSD):

DIFFERENTIAL RUNOFF CALCULATION (15-YEAR/20-MINUTE)				
SITE DRAINAGE AREA				
	AREA (SF)	AREA (AC)		
TOTAL DISTURBED AREA	147,605	3.39		
EXISTING SITE RUNOFF				
	AREA (SF)	AREA (AC)	PI	Q (CFS)
ROOF (DISCONNECTED)	19,485	0.45	3.54	1.58
PERVIOUS	86,496	1.99	1.70	3.38
IMPERVIOUS	41,624	0.96	3.54	3.38
TOTAL	147,605	3.39	2.46	8.34
PROPOSED SITE RUNOFF				
	AREA (SF)	AREA (AC)	PI	Q (CFS)
ROOF (DIRECT CONNECT)	17,720	0.41	4.20	1.71
PERVIOUS	68,134	1.56	1.70	2.66
IMPERVIOUS	61,751	1.42	3.54	5.02
TOTAL	147,605	3.39	2.77	9.39

DIFFERENTIAL RUNOFF				
	PROPOSED	EXISTING	DIFFERENTIAL (CFS)*	
	9.39	8.34	1.06	

*Per MSD Table 4-5, this project is in a restricted watershed with a differential runoff less than 5cfs, thus it is required to provide detention to limit runoff for the 2-year and 100-year 24-hour storms to the existing condition ("zero increase"). Water quality must also be provided per MSD requirements.

- PER MSD SECTION 4.080.01(2B), THIS PROJECT DOES NOT REQUIRE DETENTION, HOWEVER THE SITE MUST PROVIDE WATER QUALITY.
- PER THE NATIONAL RESOURCE CONSERVATION SERVICE (NRCS) THIS PROJECT IS WITHIN HYDROLOGIC SOIL GROUP "D" HAVING A LOW INFILTRATION RATE AND HIGH RUNOFF POTENTIAL.
- WATER QUALITY VOLUME FOR THE ENTIRE SITE (3.39 ACRES AT 51% IMPERVIOUS) PER MARYLAND STORMWATER DESIGN MANUAL APPENDIX D-10:
W_Q=3.02 CFS OR W_Q=8,300 CF

WATER QUALITY BMPs:

- HYDRODYNAMIC SEPARATOR AND SNOUT FOR HOTSPOT AREA AT GAS PUMPS
- BIORETENTION (WILL ALSO PROVIDE VOLUME REDUCTION)

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REFERENCE

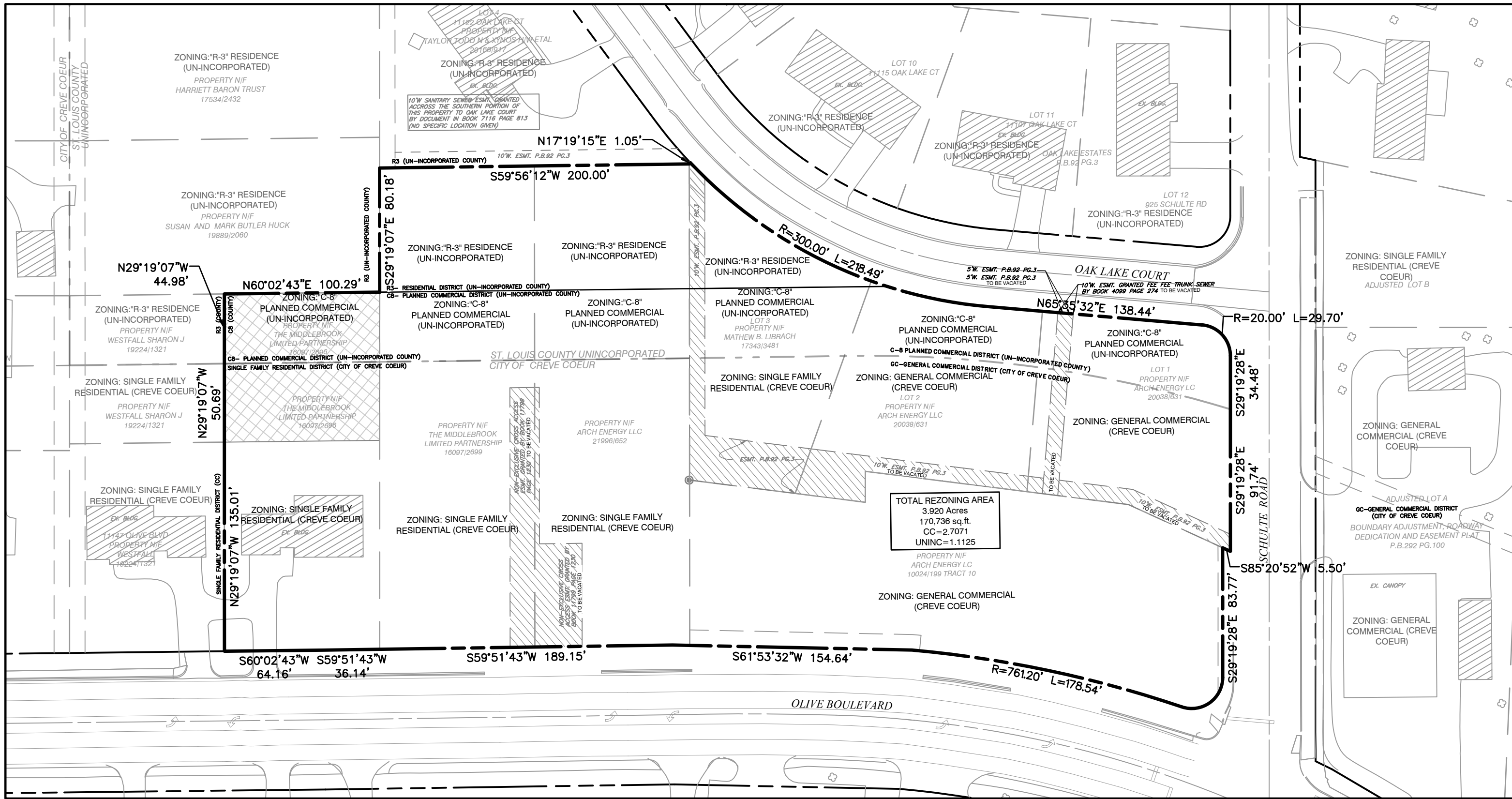
- TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.



SITE DEVELOPMENT PLAN FOR

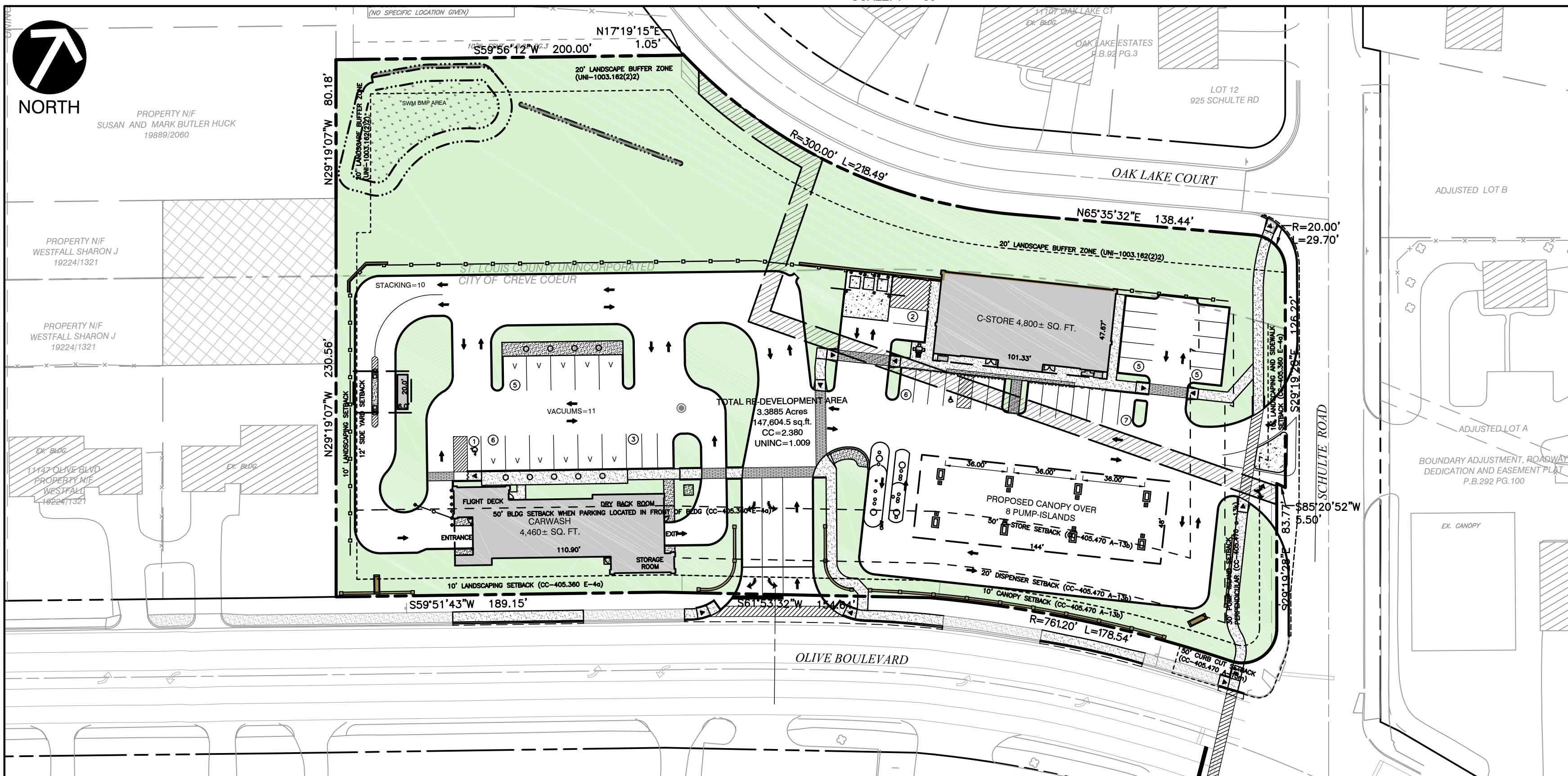
Mobil On the Run

A TRACT OF LAND BEING ALL OF LOTS 1, 2, 3 AND 4 OF "OAK LAKE ESTATES", P.B.92 PG.3
AND PART OF LOTS 3, 4, AND 5 OF THE SUBDIVISION OF THE FARM OF S.S. MATSON IN U.S. SURVEY 1962,
TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN ST. LOUIS COUNTY, MISSOURI



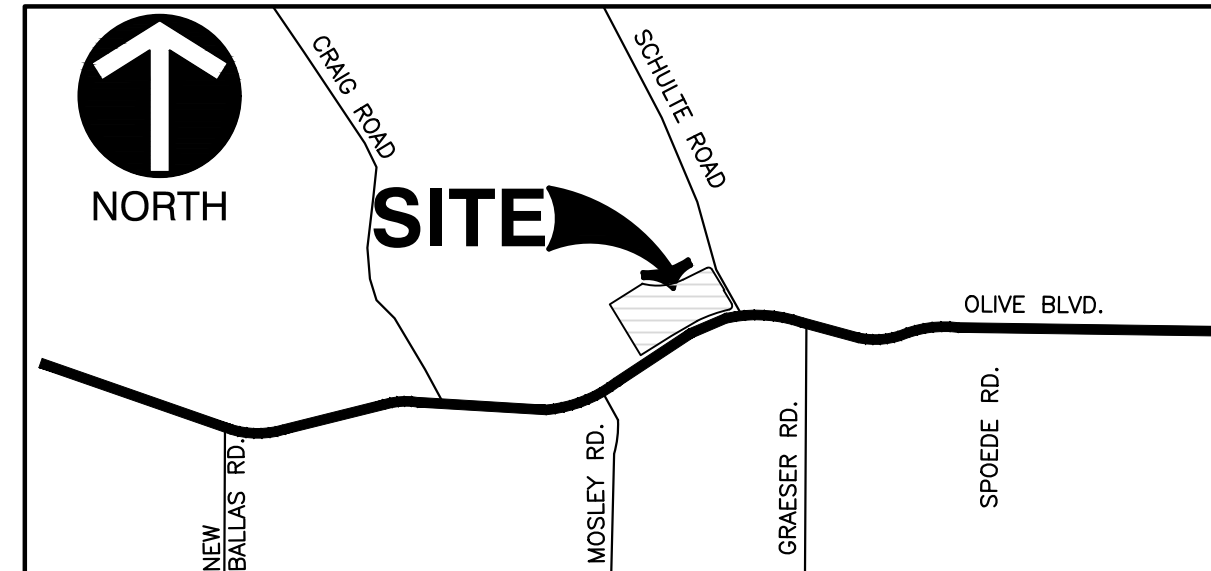
ZONING MAP

SCALE: 1" = 60'



OVERALL SITE MAP

SCALE: 1" = 50'



DEVELOPMENT NOTES

- TOTAL SITE DEVELOPMENT AREA: 147,605 SQ.FT. (3.389 ACRES)
AREA WITHIN CITY LIMITS 103,655 SQ.FT. (2.380 ACRES)
AREA WITHIN UNINCORPORATED 43,950 SQ. FT. (1.009 ACRES)
- TOTAL SITE REZONING AREA: 170,736 SQ.FT. (3.920 ACRES)
AREA WITHIN CITY LIMITS 122,277 SQ.FT. (2.807 ACRES)
AREA WITHIN UNINCORPORATED 48,459 SQ. FT. (1.113 ACRES)
- CURRENT ZONING (CC)--PROPOSED ZONING (CC)--
CURRENT ZONING (UNI)--PROPOSED ZONING (UNI)--
SINGLE FAMILY RESIDENTIAL & GENERAL COMMERCIAL
R3 (RESIDENCE) & C8 (PLANNED COMMERCIAL DISTRICT)
C8 (PLANNED COMMERCIAL DISTRICT)
- SETBACKS--
FRONT YARD/ROW (CC) 10 FEET OLIVE BLVD. (CC)
SIDE YARD (CC) 0 FEET SCHULTE RD (IN LIEU OF ROW GIVEN TO COUNTY)
SIDE YARD (UNI) 12 FEET
REAR YARD (UNI) 10 FEET
BUILDING HEIGHT 15 FEET (NORTH PROPERTY LINE)
NOTE: ALL PROPOSED BUILDINGS TO BE 1 STORY IN HEIGHT
- SPECIAL CONSIDERATIONS--
4.1. TRASH ENCLOSURES SHALL BE INTERIOR TO THE SITE AND NOT ALONG THE NORTH PROPERTY LINE.
4.2. SIDEWALKS ALONG OLIVE BLVD. SHALL BE FIVE-FOOT IN WIDTH UNLESS ABUTTING CURB, IN WHICH CASE SHALL BE INCREASED TO SIX-FOOT WIDE.
4.3. PLAN SHALL BE SO DEVELOPED TO INCLUDE AN INTEGRATED PEDESTRIAN CIRCULATION SYSTEM.
- FIRE DISTRICT: CREVE COEUR
- FLOOD NOTE:
ACCORDING TO THE FLOOD INSURANCE RATE MAP OF THE CITY OF CREVE COEUR, MISSOURI (COMMUNITY PANEL NUMBER 290344 0166 H, EFFECTIVE DATE AUGUST 2, 1995), AND THE FLOOD INSURANCE RATE MAP OF ST. LOUIS COUNTY, MISSOURI (UNINCORPORATED AREAS) (COMMUNITY PANEL NUMBER 290327 0166 H, EFFECTIVE DATE AUGUST 2, 1995) THIS PROPERTY LIES WITHIN ZONE X. ZONE X IS DEFINED AS AN AREA OF MINIMAL FLOOD HAZARD.
- ALL PROPOSED UTILITIES SHALL BE LOCATED UNDERGROUND.
- TRASH ENCLOSURES SHALL BE SIX FOOT (6') IN HEIGHT AND SHALL BE CONSTRUCTED W/ A SIGHT-PROOF GATE; MATERIALS SHALL BE COMPATIBLE WITH THE ARCHITECTURE OF MAIN BUILDINGS AND OF SIMILAR MATERIALS.
- ALL DRIVE-THROUGH AND DRIVE-IN SALES OF GOODS OR SERVICES (NOT INCLUDING RESTAURANTS) (CC-442100) (CONDITIONAL USE IN THE "PC", "GC" AND "CB" DISTRICTS). SHALL PROVIDE SPACE FOR AT LEAST THREE (3) CARS PER DRIVE-UP WINDOW OR STATION.
SHALL PROVIDE LANDSCAPING TO SCREEN THE VIEW OF DRIVE-UP WAITING SPACES FROM SURROUNDING PROPERTIES.
DRIVE-UP WINDOW ACCESS, WAITING SPACES AND EGRESS SHALL NOT INTERFERE WITH SITE CIRCULATION OR BE HAZARDOUS TO MOTORISTS ENTERING, EXITING OR PASSING BY THE SITE.
- NOTE THAT ANY TENANT SIGNAGE IS REVIEWED UNDER A SEPARATE PERMIT PROCESS AND ANY APPROVAL OF THE PROJECT DOES NOT CONSTITUTE APPROVAL FOR ANY SIGNAGE SHOWN IN THE DRAWINGS
- RATIO OF FLOOR TO SITE IN SQ.FT. (FAR)
1:15 (1 SQ.FT. OF FLOOR SPACE TO 15 SQ.FT. OF PARCEL AREA)
- PARKING CALCULATIONS:
REQUIRED
GENERAL RETAIL PER SEC 405.820(F) 4 PER 1,000 SQ.FT. and GASOLINE STATIONS PER SEC 405.820(F) 1c 4 PER 1,000 SQ.FT. [NOTE: NO SERVICE BAYS; EXPANDED AREAS BETWEEN PUMP ISLANDS (36 FEET HAVE BEEN PROVIDED FOR MANEUVERING)]
TOTAL SQ.FT. = 4,800/1000*4 = 19.2
PROVIDED
PARKING SPACES = 25 SPACES INCLUSIVE OF 1 ACCESSIBLE SPACES

SITE CALCULATIONS:		*GREENSPACE DEFINED AS AREAS OF LANDSCAPE AND WALKWAYS	
	CITY OF CREVE COEUR	ST. LOUIS COUNTY (UNINCORPORATED)	TOTAL SDP
TOTAL SITE AREA	103,655	43,950	147,605
BUILDING	9,706	0	9,706
PAVEMENT	64,357	107	64,464
SIDEWALK	5,012	289	5,301
LANDSCAPE	24,580	43,555	68,134
GREEN SPACE	29,592	43,843	73,435
PERCENTAGE GREENSPACE*	28.5%	99.8%	49.8%
PERCENTAGE SITE COVERAGE	71.5%	0.2%	50.2%

DRAWING LIST

SHEET NO.	DRAWING NO.	TITLE
01	C000	COVER
02	C100	EXISTING CONDITIONS PLAN
03	C200	SITE & UTILITY PLAN
04	C300	GRADING PLAN
05	C301	SITE SECTIONS



6.1.b

REVISION RECORD

NO.	DATE	DESCRIPTION
1	11/20/2017	SUBMITTAL TO CITY OF CREVE COEUR, REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT
2	11/20/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR, REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT
3	11/20/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR, REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT
4	11/20/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR, REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT
5	11/20/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR, REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT
6	11/20/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR, REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT
7	11/20/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR, REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT
8	11/20/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR, REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT

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(636) 549-1600

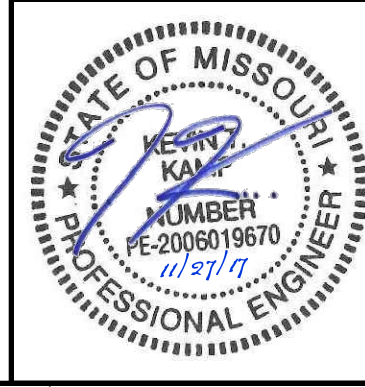
SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX
COVER
DRAWING NO.:
C000
SHEET 01 OF 05

DATE: APRIL 2017
DRAWN BY: KAC
CHECKED BY: KTK
PROJECT NO: 110-241
APPROVED BY: KTK

ZIP- 63146
MSD MAP# 17-N
P-

Attachment: Revised Plans received November 27, 2017 (16-051 Mobil on the Run and Brite Worx Car Wash RZG-CUP-SDP)

Packet Pg. 34



DRAWING NO.:	SITE DEVELOPMENT PLAN		C100	
	MOBIL ON THE RUN & BRIE WORK			
DATE:	EXISTING CONDITIONS PLAN			
	APRIL 2017	DRAWN BY: CAC		
DWG SCALE:	AS NOTED	CHECKED BY: KTK		
PROJECT NO:	110-241	APPROVED BY: KTK*		

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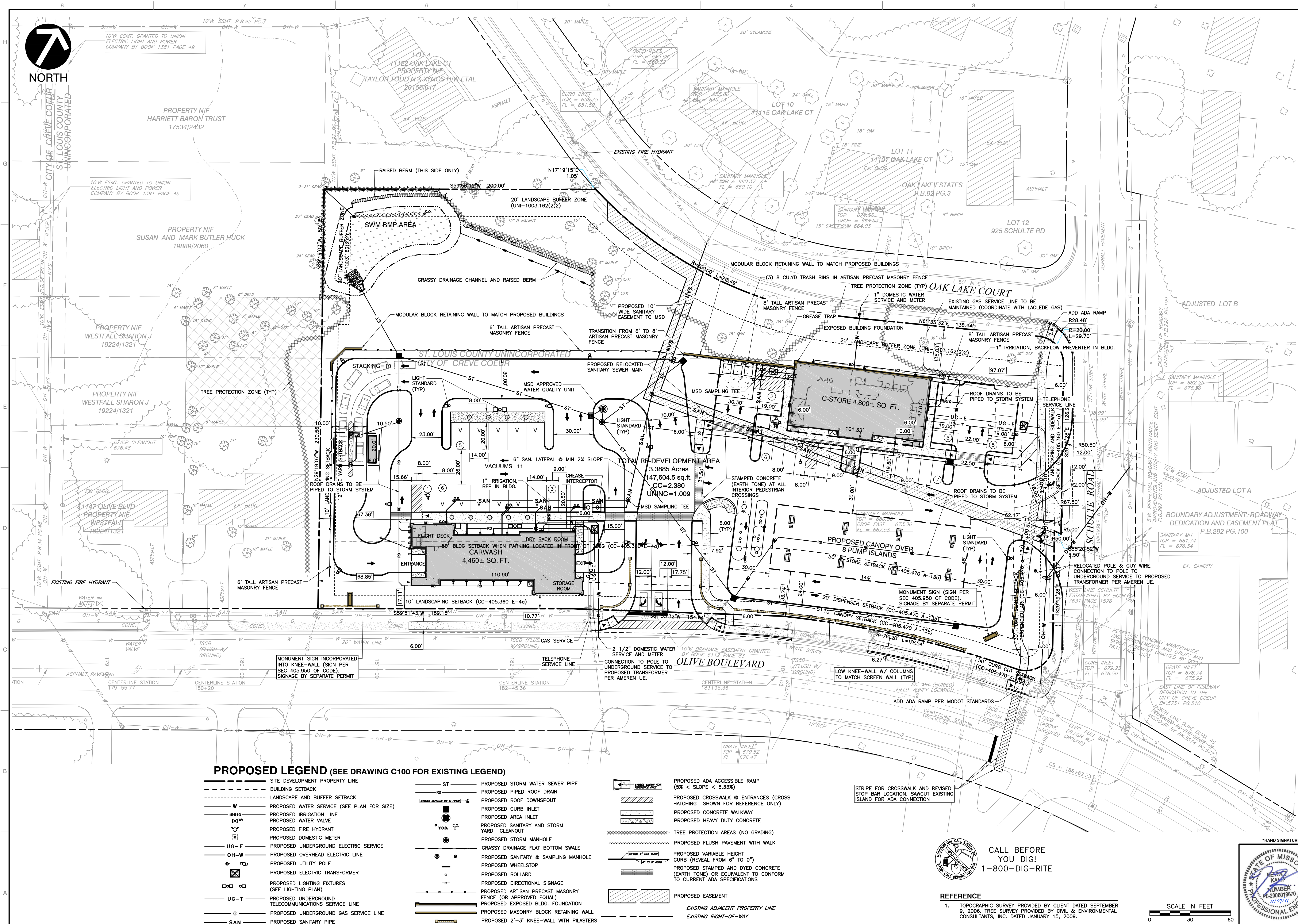
NO	DATE	DESCRIPTION	REVISION RECORD
1	11/04/2016	SUBMITTAL TO CITY OF CHELSE COLOR REWORKING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT	
2	10/06/2017	RE SUBMITTAL TO CITY OF CHELSE COLOR REWORKING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT	
3	11/10/2017	RE SUBMITTAL TO CITY OF CHELSE COLOR REWORKING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT	
4	11/02/2017	RE SUBMITTAL FOR THE DECEMBER CITY PLANNING & ZONING COMMISSION MEETING	
5	---	---	
6	---	---	
7	---	---	
8	---	---	

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NO	DATE	DESCRIPTION	REVISION RECORD
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2	10/06/2017	RE SUBMITTAL TO CITY OF CHELSE COLOR REWORKING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT	
3	11/10/2017	RE SUBMITTAL TO CITY OF CHELSE COLOR REWORKING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT	
4	11/02/2017	RE SUBMITTAL FOR THE DECEMBER CITY PLANNING & ZONING COMMISSION MEETING	
5	---	---	
6	---	---	
7	---	---	
8	---	---	

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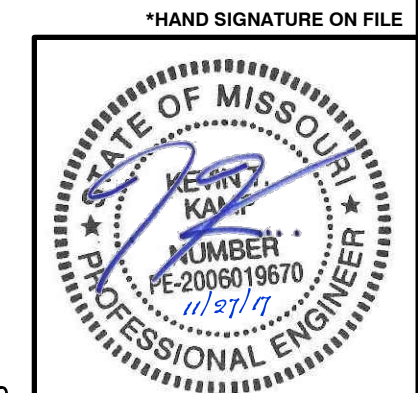
PROPOSED LEGEND (SEE DRAWING C100 FOR EXISTING LEGEND)

- | | | | |
|-----|--|-----|---|
| --- | SITE DEVELOPMENT PROPERTY LINE | ST | PROPOSED STORM WATER SEWER PIPE |
| --- | BUILDING SETBACK | RD | PROPOSED PIPED ROOF DRAIN |
| --- | LANDSCAPE AND BUFFER SETBACK | --- | PROPOSED ROOF DOWNSPOUT |
| --- | PROPOSED WATER SERVICE (SEE PLAN FOR SIZE) | --- | PROPOSED CURB INLET |
| --- | PROPOSED IRRIGATION LINE | --- | PROPOSED AREA INLET |
| --- | PROPOSED WATER VALVE | --- | PROPOSED SANITARY AND STORM YARD CLEANOUT |
| --- | PROPOSED FIRE HYDRANT | --- | PROPOSED STORM MANHOLE |
| --- | PROPOSED DOMESTIC METER | --- | GRASSY DRAINAGE FLAT BOTTOM SWALE |
| --- | PROPOSED UNDERGROUND ELECTRIC SERVICE | --- | PROPOSED SANITARY & SAMPLING MANHOLE |
| --- | PROPOSED UTILITY POLE | --- | PROPOSED WHEELSTOP |
| --- | PROPOSED ELECTRIC TRANSFORMER | --- | PROPOSED BOLLARD |
| --- | PROPOSED LIGHTING FIXTURES (SEE LIGHTING PLAN) | --- | PROPOSED DIRECTIONAL SIGNAGE |
| --- | UG-T | --- | PROPOSED ARTISAN PRECAST MASONRY FENCE (OR APPROVED EQLG) |
| --- | PROPOSED UNDERGROUND TELECOMMUNICATIONS SERVICE LINE | --- | PROPOSED EXPOSED BLDG. FOUNDATION |
| --- | G | --- | PROPOSED MASONRY BLOCK RETAINING WALL |
| --- | SAN | --- | PROPOSED 2'-3" KNEE-WALL WITH PILASTERS |
| --- | PROPOSED SANITARY PIPE | --- | PROPOSED ADA ACCESSIBLE RAMP (5% < SLOPE < 8.33%) |
| --- | PROPOSED CROSSWALK & ENTRANCES (CROSS HATCHING SHOWN FOR REFERENCE ONLY) | --- | PROPOSED CONCRETE WALKWAY |
| --- | PROPOSED HEAVY DUTY CONCRETE | --- | PROPOSED FLUSH PAVEMENT WITH WALK |
| --- | TREE PROTECTION AREAS (NO GRADING) | --- | PROPOSED VARIABLE HEIGHT CURB (REVEAL FROM 6" TO 0") |
| --- | PROPOSED STAMPED AND DYED CONCRETE (EARTH TONE) OR EQUIVALENT TO CONFORM TO CURRENT ADA SPECIFICATIONS | --- | PROPOSED EASEMENT |
| --- | EXISTING ADJACENT PROPERTY LINE | --- | EXISTING RIGHT-OF-WAY |

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REFERENCE
1. TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.

SCALE IN FEET
0 30 60



MSD MAP# 17-N ZIP- 63146

SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX

SITE & UTILITY PLAN

DRAWING NO. C200
SHEET 03 OF 05
DATE: APRIL 2017
DRAWN BY: KTK
CHECKED BY: KTK
APPROVED BY: KTK

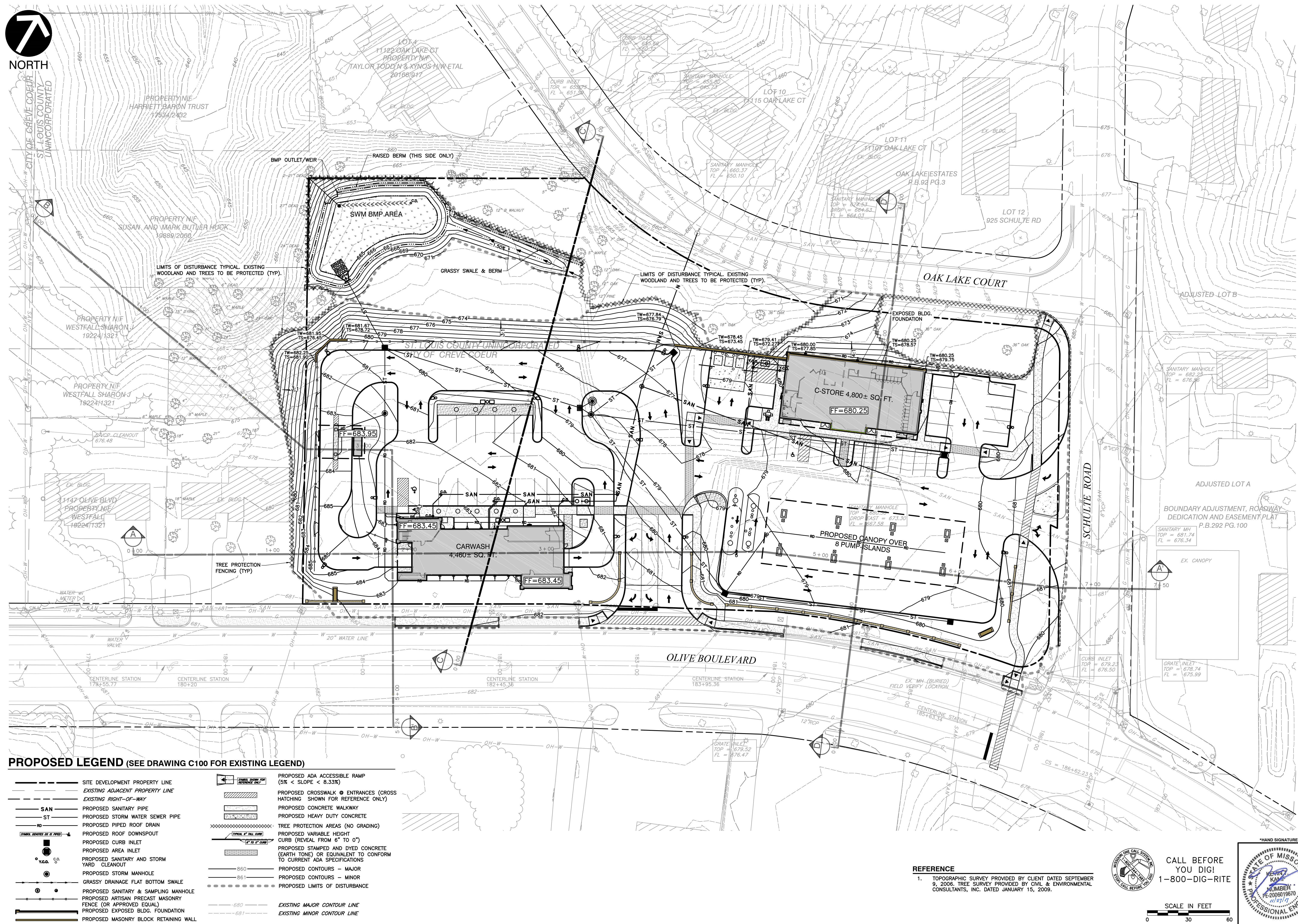
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REVISION RECORD

NO.	DATE	DESCRIPTION
1	11/20/2017	1. SUBMITTAL TO CITY OF CREVE COEUR, REGIONAL, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT
2	11/20/2017	2. RE-SUBMITTAL TO CITY OF CREVE COEUR, REGIONAL, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT
3	11/20/2017	3. RE-SUBMITTAL TO CITY OF CREVE COEUR, REGIONAL, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT
4	11/27/2017	4. RE-SUBMITTAL FOR THE DECEMBER 4TH PLANNING & ZONING COMMISSION MEETING
5		
6		
7		
8		

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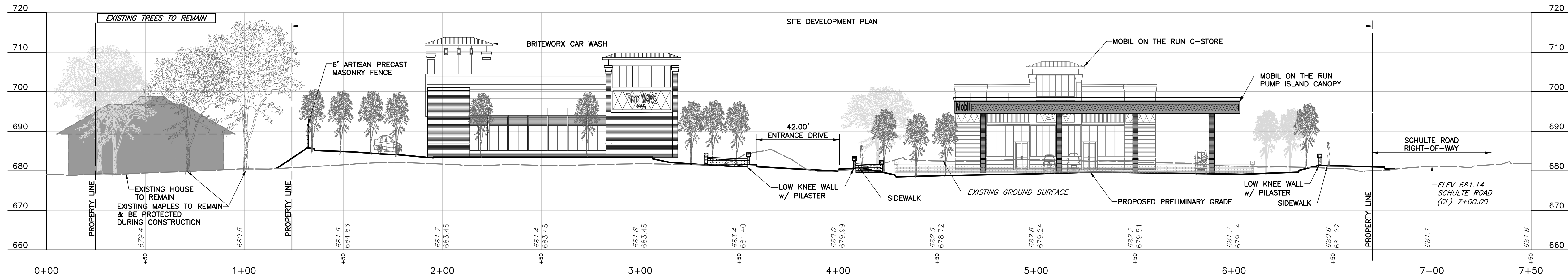
NO	DATE	DESCRIPTION
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2	10/26/2017	RE SUBMITTAL TO CITY OF CHICAGO FOR RECORDING. CONDITIONAL USE A SITE DEVELOPMENT PLAN, P&T
3	11/09/2017	RE SUBMITTAL TO CITY OF CHICAGO FOR RECORDING. CONDITIONAL USE A SITE DEVELOPMENT PLAN, P&T
4	11/27/2017	RE SUBMITTAL FOR THE DECEMBER 4TH PLANNING & ZONING COMMISSION MEETING
5	---	---
6	---	---
7	---	---
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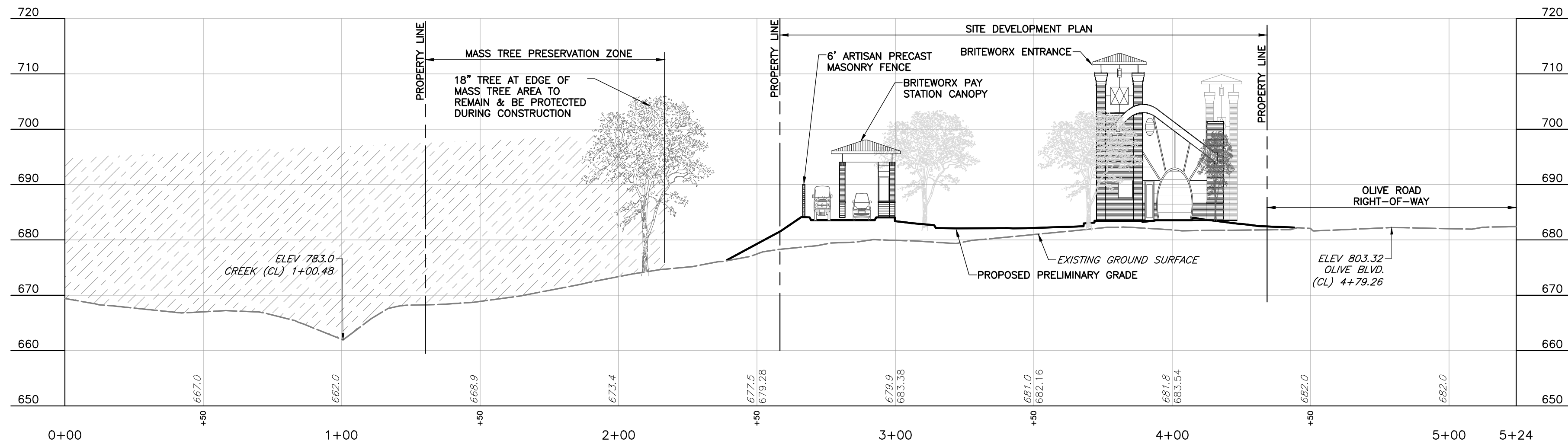
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DRAWING NO.:		C300	
SHEET	04	OF	05
SITE DEVELOPMENT PLAN MOBIL ON THE RUN & BRITE WORK GRADING PLAN			
DATE:	APRIL 2017	DRAWN BY:	
DWG SCALE:	AS NOTED	CHECKED BY:	
PROJECT NO:	110		
APPROVED BY:			

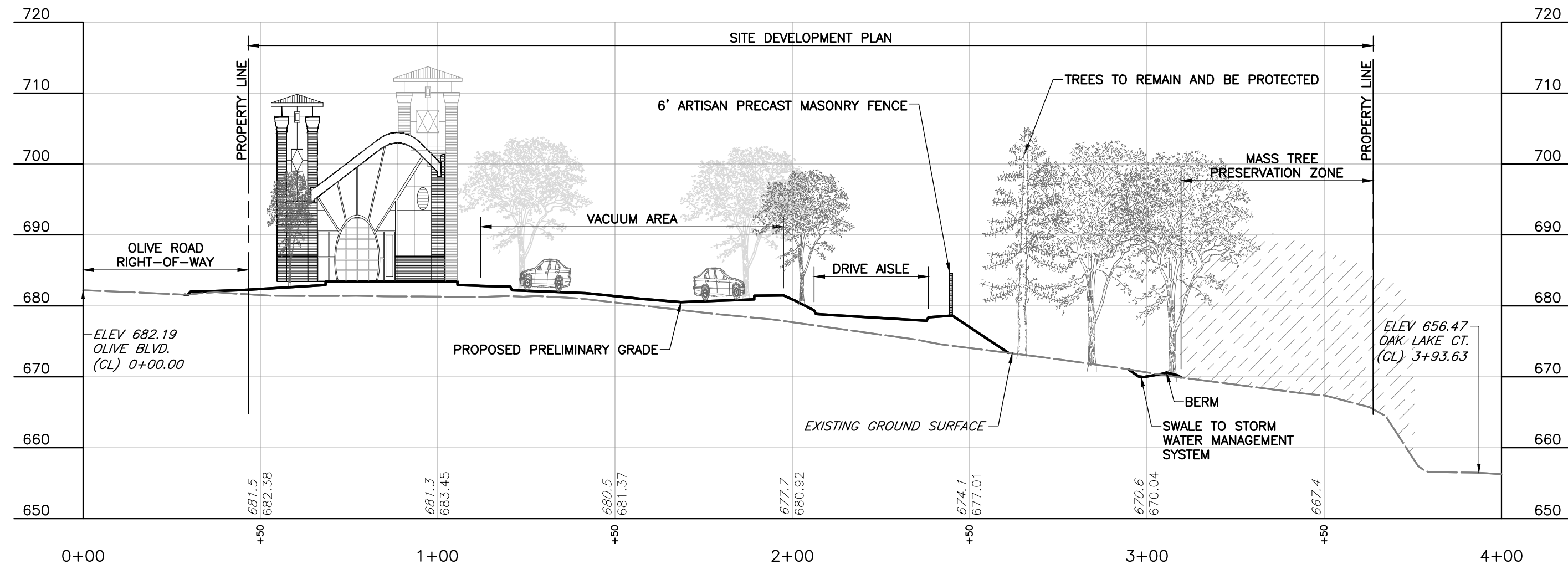
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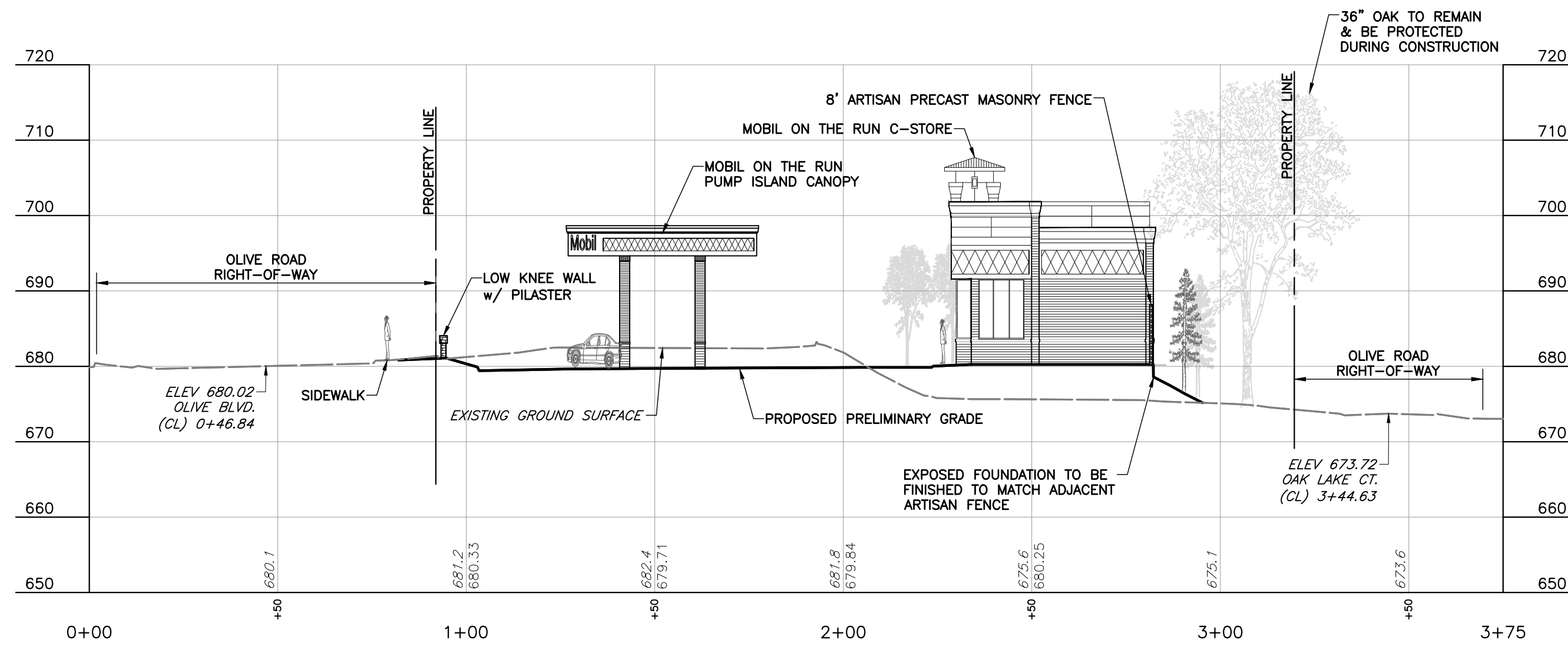
A-A' PROFILE
SCALE H:1"=30'; V:1"=15'



B-B' PROFILE
SCALE H:1"=30'; V:1"=15'



C-C' PROFILE
SCALE H:1"=30'; V:1"=15'



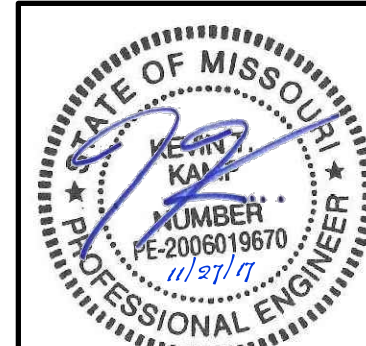
D-D' PROFILE
SCALE H:1"=30'; V:1"=15'

NOTE: BUILDING ELEVATIONS ARE PICTORIAL,
REFER TO ARCHITECTURAL BUILDING
ELEVATIONS FOR DETAIL ELEVATION PLANS

- REFERENCE**
1. TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2009. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.



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SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX

SITE SECTIONS

DATE: APRIL 2017
DRAWN BY: KTK
PROJECT NO: 110-241
APPROVED BY: KTK

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(636) 549-1600

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CERTIFICATION/LICENSE NO. 2002013942
4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 · 866-250-3679
www.ccecinc.com

REVISION RECORD

NO.	DATE	DESCRIPTION
1.	11/20/2017	SUBMITTAL TO CITY OF CRIE COLOR, REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT
2.	11/20/2017	RE-SUBMITTAL TO CITY OF CRIE COLOR, REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT
3.	11/20/2017	RE-SUBMITTAL TO CITY OF CRIE COLOR, REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT
4.	11/27/2017	RE-SUBMITTAL FOR THE DECEMBER 4TH PLANNING & ZONING COMMISSION MEETING
5.	---	---
6.	---	---
7.	---	---
8.	---	---

ZIP- 63146

MSD MAP# 17-N

P-

DRAWING NO:

C301

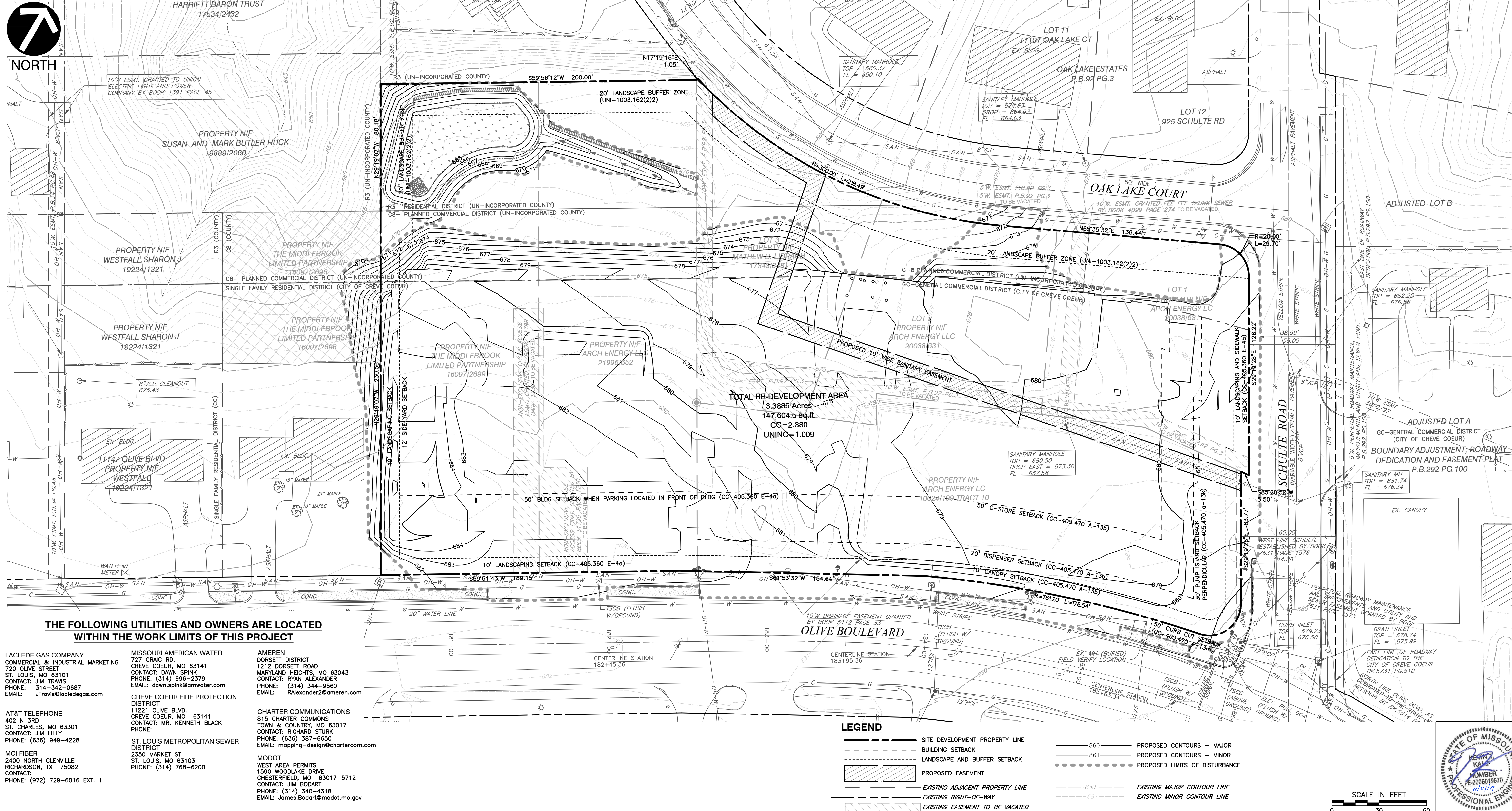
SHEET 05 OF 05

- INSURANCE RATE MAP OF ST. LOUIS COUNTY, MISSOURI (UNINCORPORATED AREAS) (COMMUNITY PANEL NUMBER 290327 0166 H, EFFECTIVE DATE AUGUST 2, 1995) THIS PROPERTY LIES WITHIN ZONE X. ZONE X IS DEFINED AS AN AREA OF MINIMAL FLOOD HAZARD.
7. ALL PROPOSED UTILITIES SHALL BE LOCATED UNDERGROUND.
8. TRASH ENCLOSURES SHALL BE SIX FOOT (6") IN HEIGHT AND SHALL BE CONSTRUCTED W/ A SIGHT-PROOF GATE; MATERIALS SHALL BE COMPATIBLE WITH THE ARCHITECTURE OF MAIN BUILDINGS AND OF SIMILAR MATERIALS.
9. ALL DRIVE-THROUGH AND DRIVE-IN SALES OF GOODS OR SERVICES (NOT INCLUDING RESTAURANTS) (CC-442100) (CONDITIONAL USE IN THE "PC", "GC" AND "CB" DISTRICTS). SHALL PROVIDE SPACE FOR AT LEAST THREE (3) CARS PER DRIVE-UP WINDOW OR STATION. SHALL PROVIDE LANDSCAPING TO SCREEN THE VIEW OF DRIVE-UP WAITING SPACES FROM SURROUNDING PROPERTIES. DRIVE-UP WINDOW ACCESS, WAITING SPACES AND EGRESS SHALL NOT INTERFERE WITH SITE CIRCULATION OR BE HAZARDOUS TO MOTORISTS ENTERING, EXITING OR PASSING BY THE SITE.
10. NOTE THAT ANY TENANT SIGNAGE IS REVIEWED UNDER A SEPARATE PERMIT PROCESS AND ANY APPROVAL OF THE PROJECT DOES NOT CONSTITUTE APPROVAL FOR ANY SIGNAGE SHOWN IN THE DRAWINGS
11. RATIO OF FLOOR TO SITE IN SQ.FT. (FAR)
1:15 (1 SQ.FT. OF FLOOR SPACE TO 15 SQ.FT. OF PARCEL AREA)
12. PARKING CALCULATIONS:
REQUIRED
GENERAL RETAIL PER SEC 405.820(F) @ 4 PER 1,000 SQ.FT. AND GASOLINE STATIONS PER SEC 405.820(F)1c @ 4 PER 1,000 SQ.FT. [NOTE: NO SERVICE BAYS; EXPANDED AREAS BETWEEN ISLANDS (36 FEET HAVE BEEN PROVIDED FOR MANUEVERING)
TOTAL SQ.FT. = 4,800/1,000*4 = 19.2

PROVIDED
PARKING SPACES = 25. SPACES INCLUSIVE OF 1 ACCESSIBLE SPACES



A TRACT OF LAND BEING ALL OF LOTS 1, 2, 3 AND 4 OF "OAK LAKE ESTATES", P.B.92 PG.3 AND PART OF LOTS 3, 4, AND 5 OF THE SUBDIVISION OF THE FARM OF S.S. MATSON IN U.S. SURVEY 1962, TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN ST. LOUIS COUNTY, MISSOURI



REVISION RECORD	
NO	DESCRIPTION
1	11/04/18 SUBMITTAL TO CITY OF CREVE COEUR REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT
2	11/05/18 PRE-SUBMITTAL TO CITY OF CREVE COEUR REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT
3	11/05/2017 PRE-SUBMITTAL TO CITY OF CREVE COEUR REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT
4	11/22/2017 PRE-SUBMITTAL TO THE DECISION 4TH PLANNING & ZONING COMMISSION MEETING
5	---
6	---
7	---
8	---

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SITE DEVELOPMENT PLAN MOBIL ON THE RUN & BRITE WORX	APRIL 2017	DRAWN BY:
	SCALE:	1" = 30'
PRELIMINARY PLAT		CHECKED BY: DATE:

DRAWING NO.:
PLAT
SHEET 1 OF 1

Attachment: Revised Plans received November 27, 2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

EXISTING TREES

58 TREES EXIST ON THE SITE OF SIZE THAT COUNT TOWARDS PRESERVATION ORDINANCE.

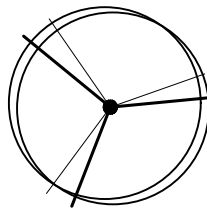
25% ARE REQUIRED TO BE PRESERVED, WE ARE PRESERVING 16 TREES THAT ARE 8" CAL AND LARGER (27.5% OF EXISTING TREES)

3 ADDITIONAL TREES (< 8" CAL SO NOT COUNTED IN THE TREE CONSERVATION ORDINANCE, BUT DO COUNT TOWARDS LANDSCAPING CREDITS) OF QUALITY NATIVE SPECIES WILL ALSO BE PRESERVED

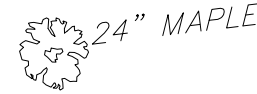
TOTAL TREES PROTECTED ON SITE = 19

EXISTING TREES TO BE PRESERVED WILL HAVE AN APPROXIMATE TREE ROOT PROTECTION AREA AS SHOWN.

EXISTING TREE LEGEND

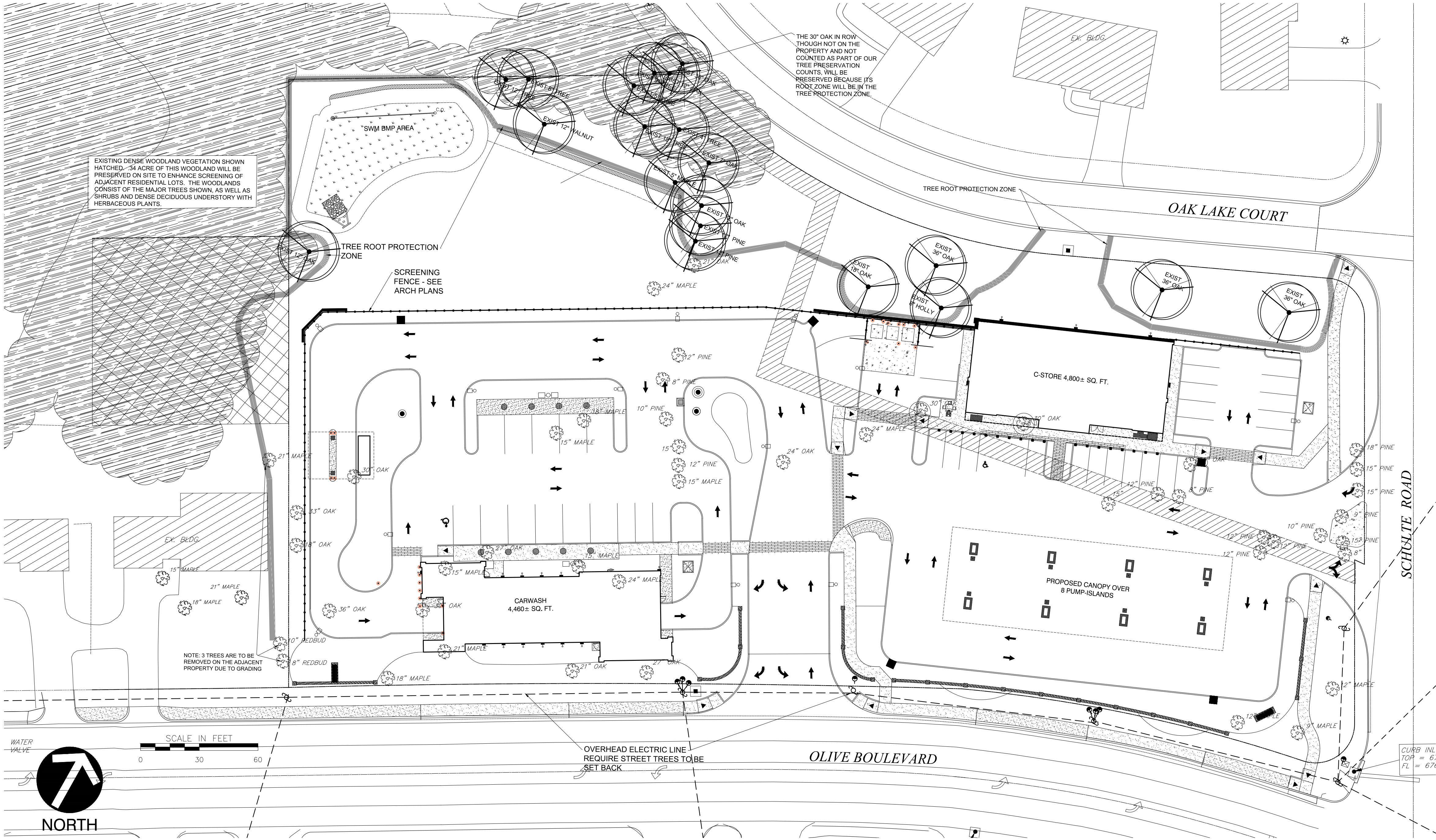


EXISTING TREE TO REMAIN



EXISTING TREE TO BE REMOVED

TREE SURVEY AND PRESERVATION PLAN CONCEPT



DEVELOPMENT NOTES

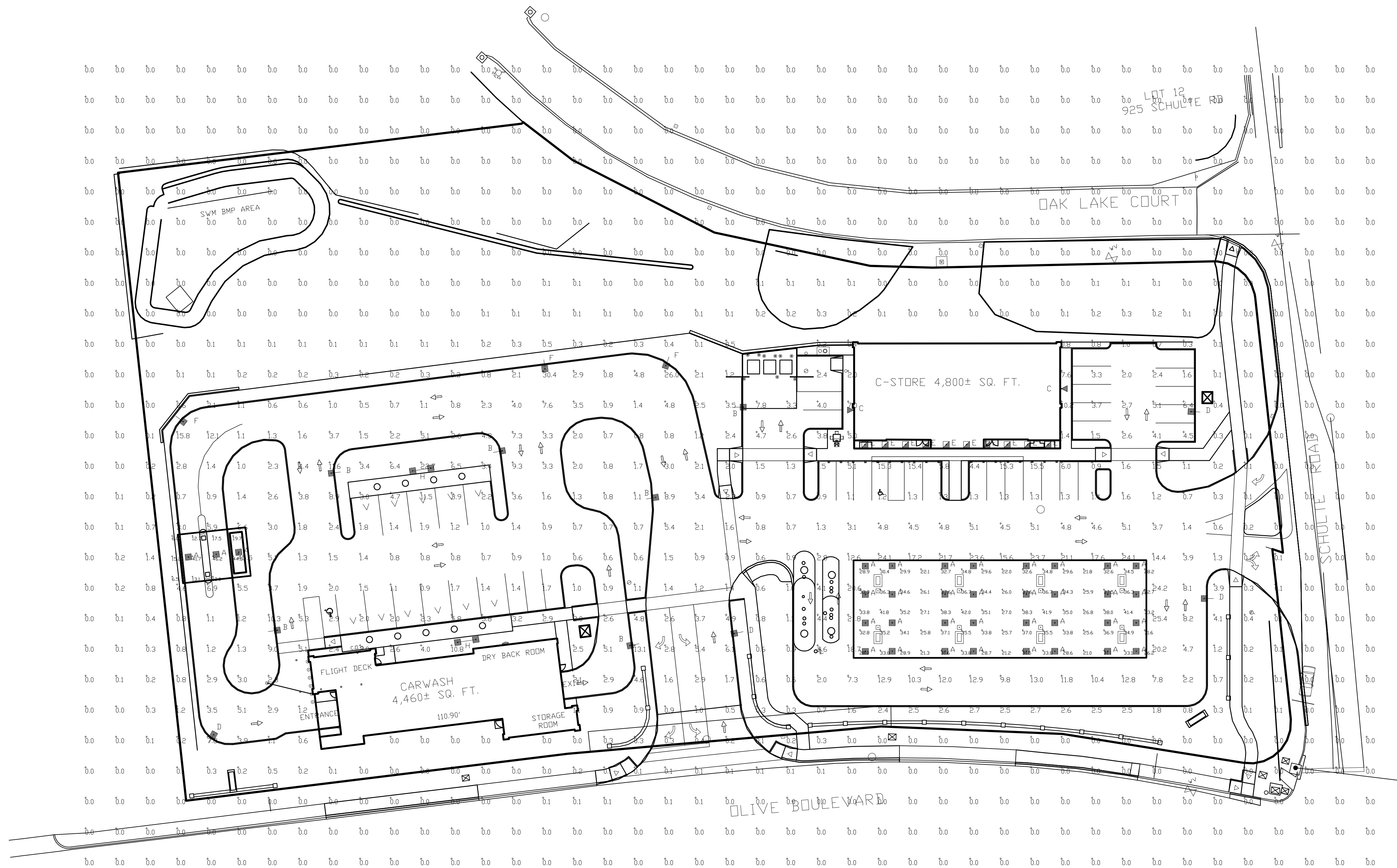
- 1. TOTAL SITE DEVELOPMENT AREA: 147,605 SQ.FT. (3.389 ACRES)
AREA WITHIN CITY LIMITS 103,655 SQ.FT. (2.380 ACRES)
AREA WITHIN UNINCORPORATED 43,950 SQ. FT. (1.009 ACRES)
- 1. TOTAL SITE REZONING AREA: 170,736 SQ.FT. (3.920 ACRES)
AREA WITHIN CITY LIMITS 122,277 SQ.FT. (2.807 ACRES)
AREA WITHIN UNINCORPORATED 48,459 SQ. FT. (1.113 ACRES)
- 2. CURRENT ZONING (CC)– SINGLE FAMILY RESIDENTIAL & GENERAL COMMERCIAL
PROPOSED ZONING (CC)– GENERAL COMMERCIAL
CURRENT ZONING (UNI)– R3 (RESIDENCE) & C8 (PLANNED COMMERCIAL DISTRICT)
PROPOSED ZONING (UNI)– C8 (PLANNED COMMERCIAL DISTRICT)
- 3. SETBACKS– FRONT YARD/ROW (CC) 10 FEET OLIVE BLVD. (CC)
SIDE YARD (CC) 0 FEET SCHULTE ROAD (IN LIEU OF ROW GIVEN TO COUNTY)
SIDE YARD (UNI) 12 FEET
REAR YARD (UNI) 10 FEET
15 FEET (NORTH PROPERTY LINE)
- 3. BUILDING HEIGHT NOTE: ALL PROPOSED BUILDINGS TO BE 1 STORY IN HEIGHT
- 4. SPECIAL CONSIDERATIONS–
4.1. TRASH ENCLOSURES SHALL BE INTERIOR TO THE SITE AND NOT ALONG THE NORTH PROPERTY LINE.
4.2. SIDEWALKS ALONG OLIVE BLVD. SHALL BE FIVE-FOOT IN WIDTH UNLESS ABUTTING CURB, IN WHICH CASE SHALL BE INCREASED TO SIX-FOOT WIDE.
4.3. PLAN SHALL BE SO DEVELOPED TO INCLUDE AN INTEGRATED PEDESTRIAN CIRCULATION SYSTEM.
- 5. FIRE DISTRICT: CREVE COEUR
- 6. FLOOD NOTE: ACCORDING TO THE FLOOD INSURANCE RATE MAP OF THE CITY OF CREVE COEUR, MISSOURI (COMMUNITY PANEL NUMBER 290344 0166 H, EFFECTIVE DATE AUGUST 2, 1995), AND THE FLOOD INSURANCE RATE MAP OF ST. LOUIS COUNTY, MISSOURI (UNINCORPORATED AREAS) (COMMUNITY PANEL NUMBER 290327 0166 H, EFFECTIVE DATE AUGUST 2, 1995) THIS PROPERTY LIES WITHIN ZONE X. ZONE X IS DEFINED AS AN AREA OF MINIMAL FLOOD HAZARD.
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- 12. PARKING CALCULATIONS: REQUIRED GENERAL RETAIL PER SEC 405.820(F) @ 4 PER 1,000 SQ.FT. and GASOLINE STATIONS PER SEC 405.820(F)1c @ 4 PER 1,000 SQ.FT. [NOTE: NO SERVICE BAYS; EXPANDED AREAS BETWEEN PUMP ISLANDS (36 FEET HAVE BEEN PROVIDED FOR MANEUVERING)] TOTAL SQ.FT. = 4,800/1000*4 = 19.2 PROVIDED PARKING SPACES = 25 SPACES INCLUSIVE OF 1 ACCESSIBLE SPACES

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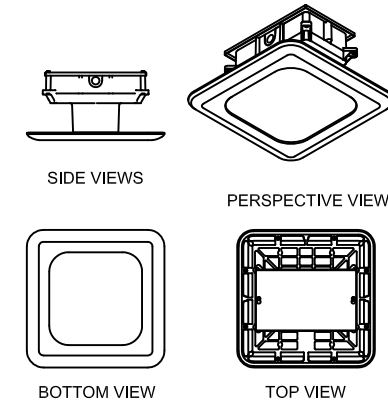
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(636) 549-1600

TREE PRESERVATION PLAN		MPD	KTK
DATE:	11-25-2017	DRAWN BY:	
DWG SCALE:	AS NOTED	CHECKED BY:	
PROJECT NO:		APPROVED BY:	

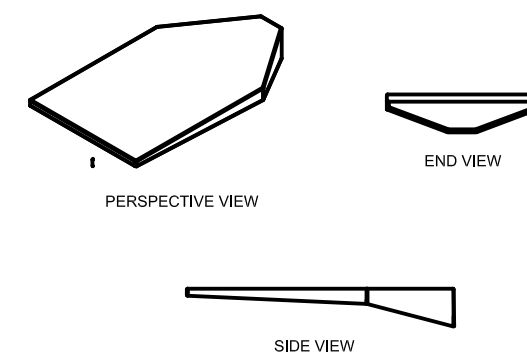
DRAWING NO.: **L1**
SHEET 1 OF 2



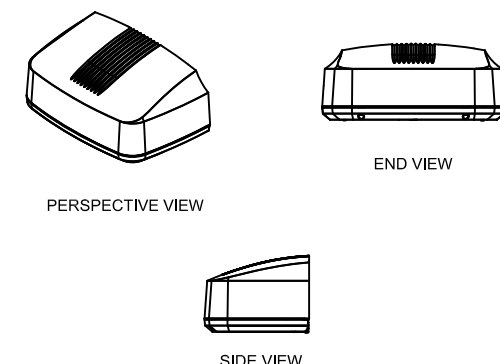
CRUS-SC-LED
LED CANOPY LIGHT - LEGACY



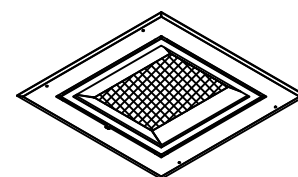
XLCS
LED Area Light



XPWS3
LED Wall Mount Light



XSL2-S-50
LED Soffit



Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Description	LLF	Lumens/Lamp	Arr. Lum. Lumens	Arr. Watts
	35	A	SINGLE	CRUS-SC-LED-LW-CW-UE MTD @ 15' GAS, 10' PAY CAN	1.000	N.A.	10871	87.9
	6	B	SINGLE	XLCS-FT-LED-SS-CW-SINGLE-16'POLE+2'BASE	1.000	N.A.	11383	96.2
	2	C	SINGLE	XPWS3-FT-LED-48-350-CW-UE MTD @ 12'	1.000	N.A.	5094	55
	4	D	SINGLE	XLCS-FT-LED-SS-CW-HSS-SINGLE-16'POLE+2'BASE	1.000	N.A.	9099	95.8
	10	E	SINGLE	XSL2-S-LED-50-SS-CW MTD @ 10'	1.000	N.A.	6193	59.9
	3	F	SINGLE	XLCS-FT-LED-SS-CW-HSS-SINGLE-8' MT HGT	1.000	N.A.	9099	95.8
	2	H	D180°	XLCS-FT-LED-SS-CW-D180-16'POLE+2'BASE	1.000	N.A.	22766	192.4

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	
ALL CALC POINTS AT GRADE	Illuminance	Fc	1.42	45.5	0.0	N.A.	N.A.	
GAS CANOPY	Illuminance	Fc	32.18	42.0	21.0	1.53	2.00	
PAY CANOPY	Illuminance	Fc	21.45	46.2	6.0	3.58	7.70	
INSIDE CURB	Illuminance	Fc	4.74	30.4	0.0	N.A.	N.A.	

ALL CANOPY FIXTURES ARE RECESSED/FLUSH MOUNT

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

Total Project Watts
Total Watts = 5418.098



LIGHTING PROPOSAL LD-134109-5

MOBIL ON THE RUN
110241 OLIVE BLVD
CREVE COEUR, MO

BY: MVE DATE: 8-4-16 REV: 11-20-17 SHEET 1 OF 1

SCALE: 1"=30'

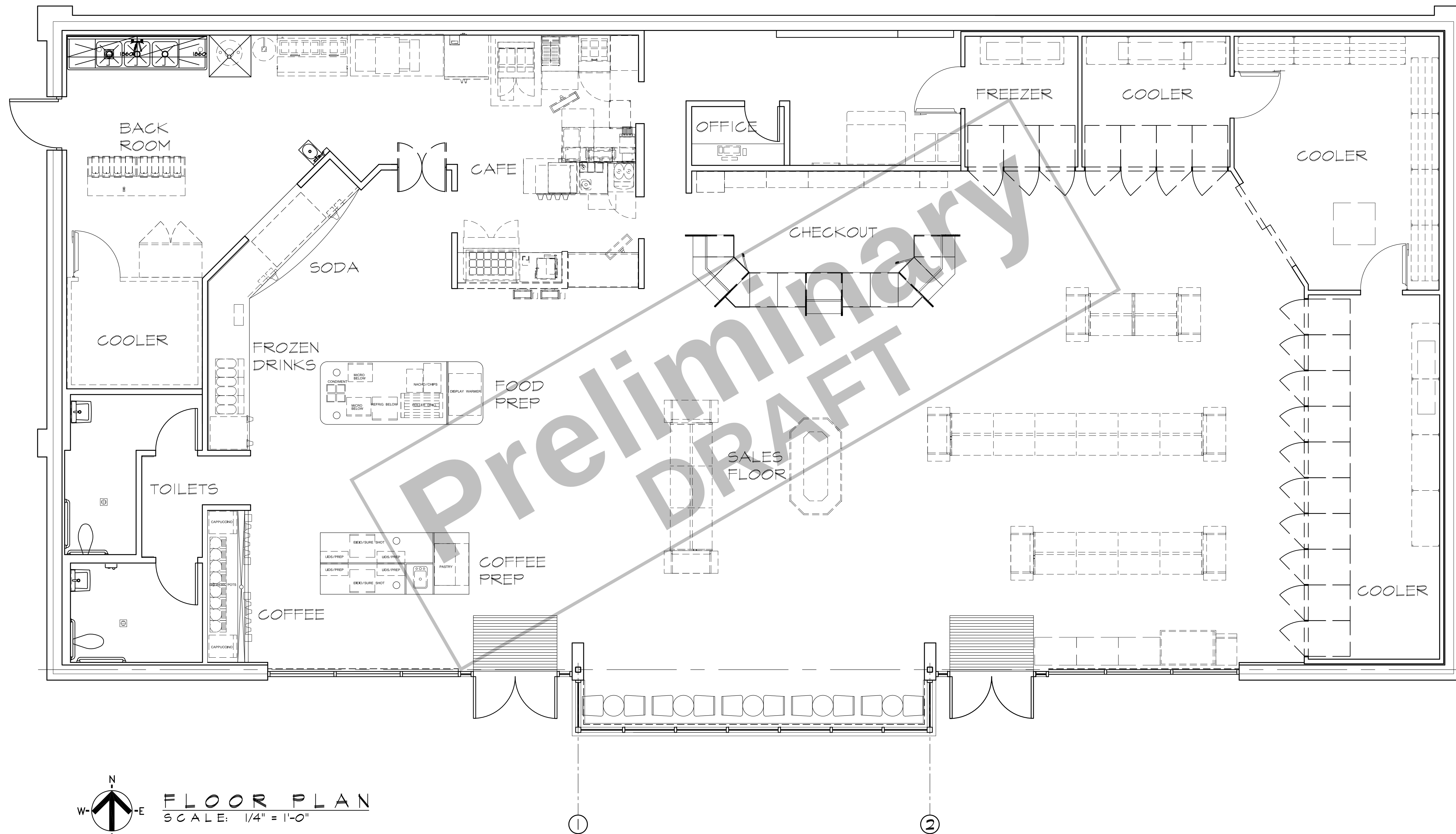
**P&Z SET
REVISED**

On the Run **ExxonMobil**
CONVENIENCE STORE AND CAR WASH
11029 OLIVE BLVD
Attachment: Revised Plans received November 27, 2017 (16-031 Mobil on the Run and Brite Work Car Wash RZG CUP SDF)

PROJECT NUMBER	1623
DATE	6-23-17
DRAWN BY	TSM
CHECKED BY	SAW
REVISION	7-10-17
	8-11-17
	8-17-17
	11-9-17

A1.1
FLOOR PLAN

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FLOOR PLAN
SCALE: 1/4" = 1'-0"

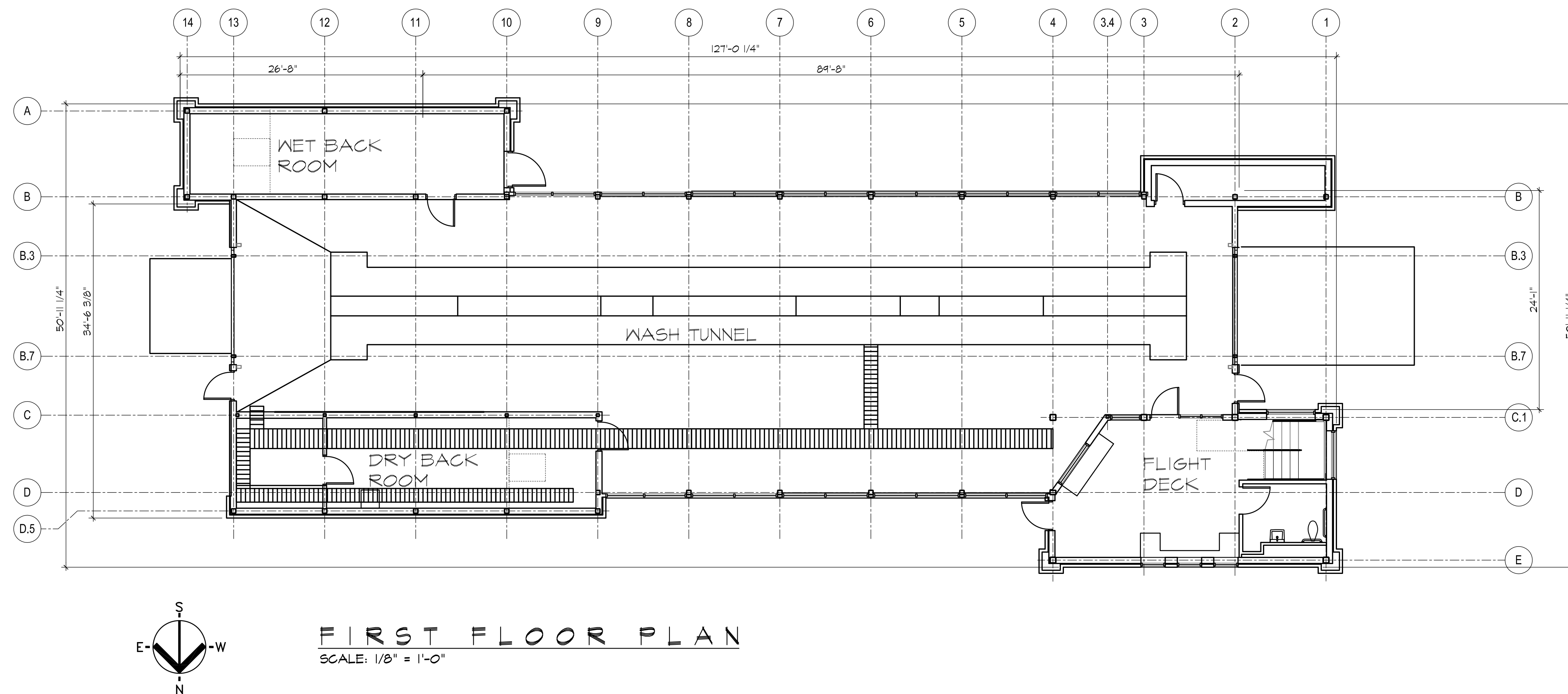
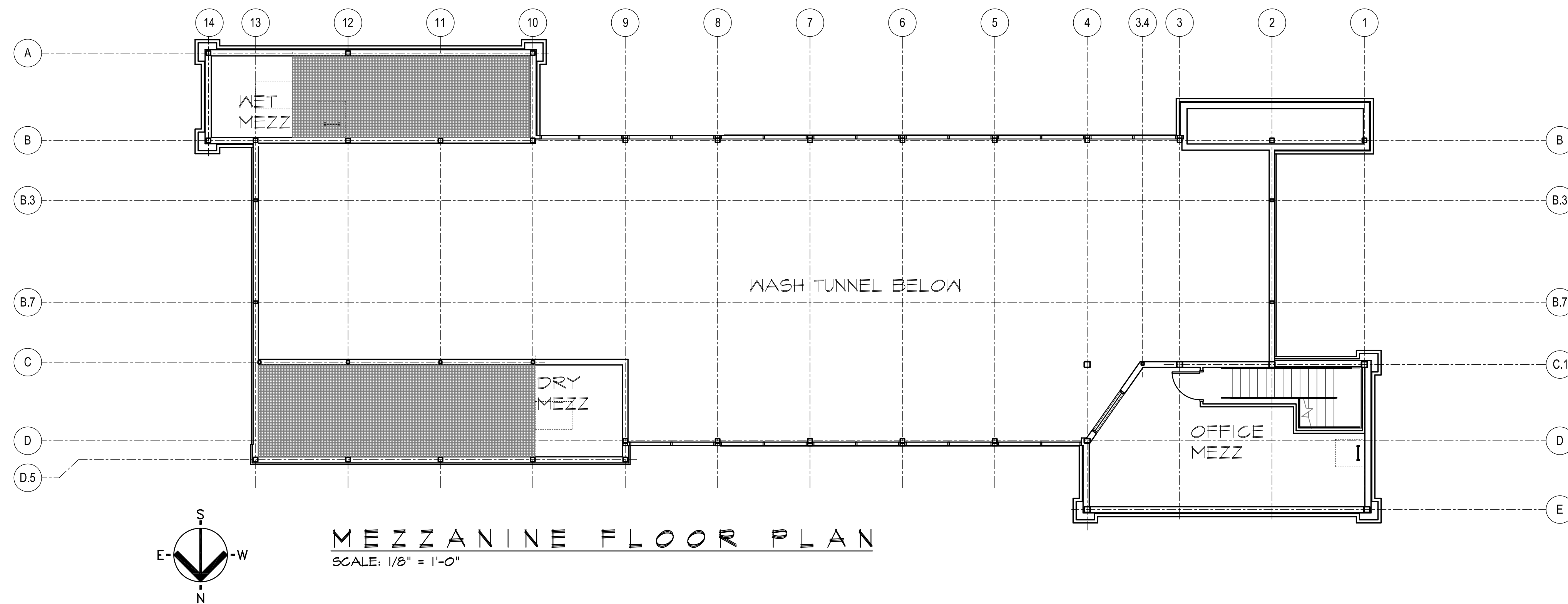
**P&Z SET
REVISED**

On the Run **ExxonMobil**
CONVENIENCE STORE AND CAR WASH
11029 OLIVE BLVD
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PROJECT NUMBER	1623
DATE	6-23-17
DRAWN BY	JVF
CHECKED BY	SNM
REVISION	7-10-17
	8-11-17
	8-17-17
	11-4-17

A1.2
**CW FLOOR
PLANS**

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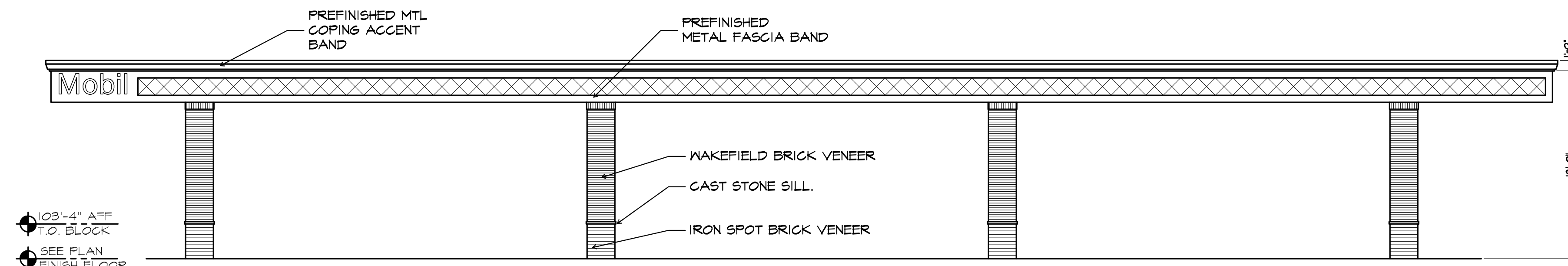
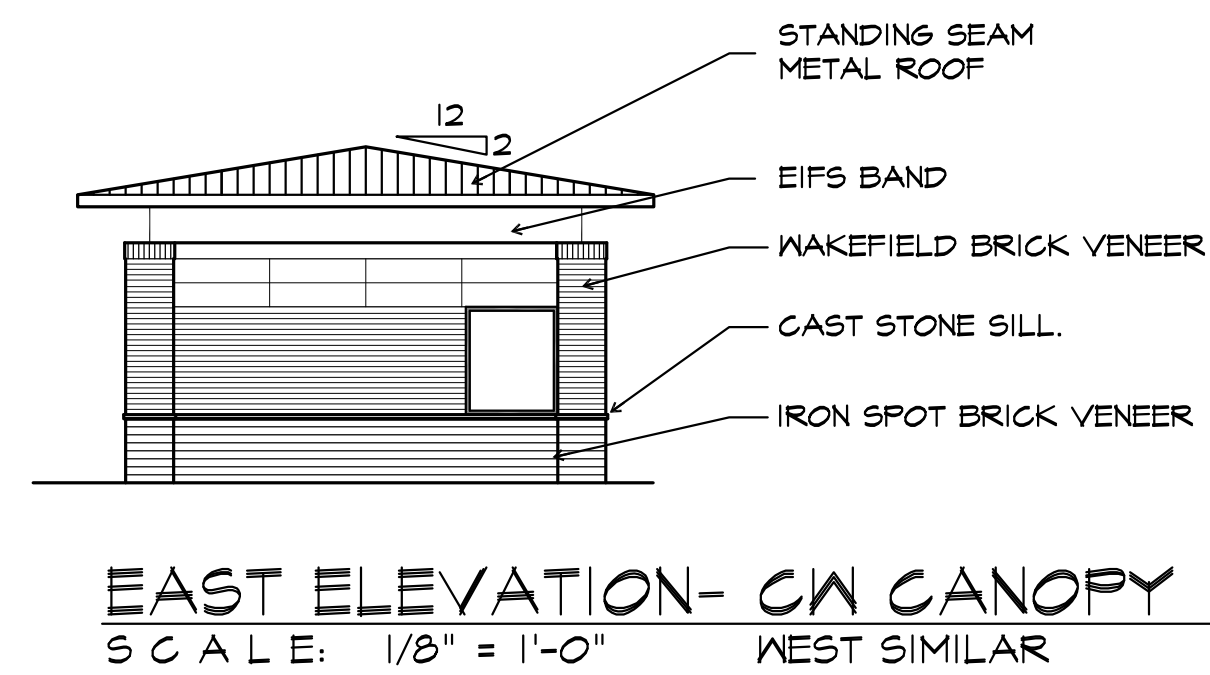
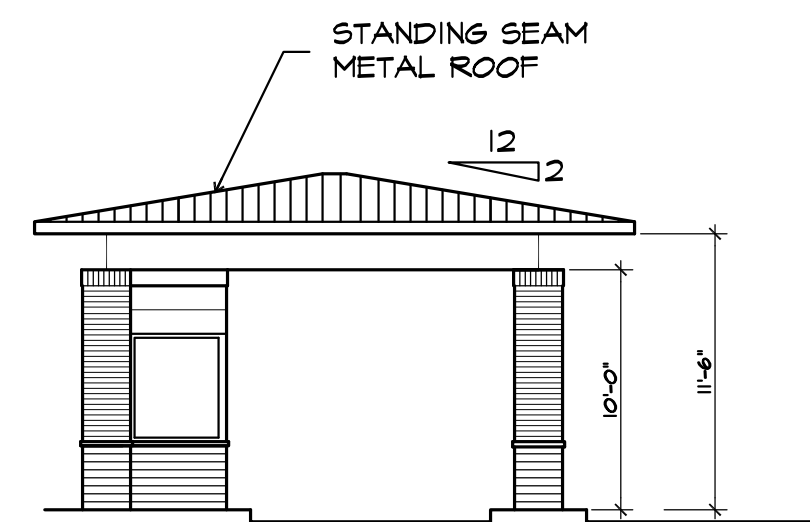
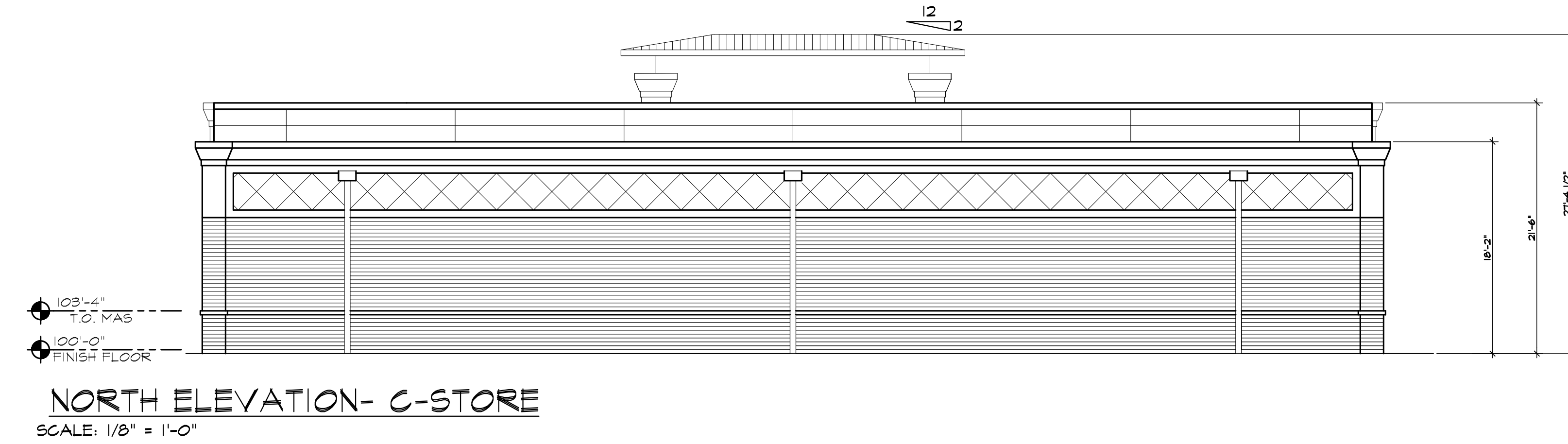
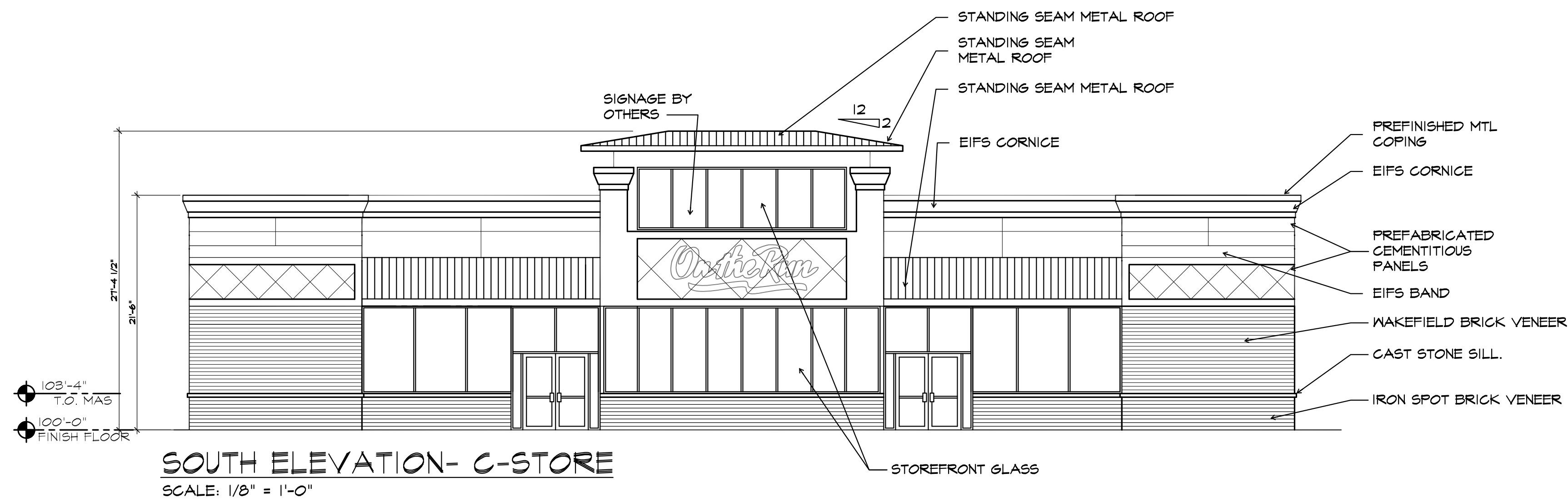
On the Run ExxonMobil
CONVENIENCE STORE AND CAR WASH
 11029 OLIVE BLVD
 Attachment: Revised Plans received November 27, 2017 (16-031 Mobil on the Run and Britte Work Car Wash RZG CUP SDF)

PROJECT NUMBER	1623
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DRAWN BY	JVF
CHECKED BY	SNM
REVISION	7-10-17
	8-11-17
	8-17-17
	11-9-17
	11-27-17

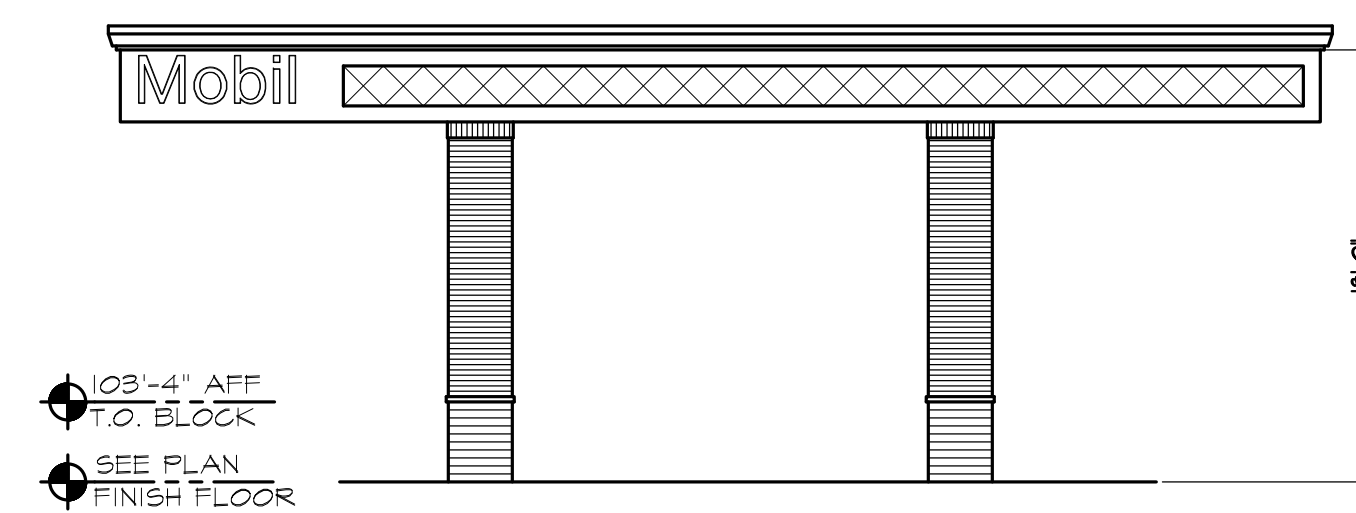
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**EXTERIOR
ELEVATIONS**

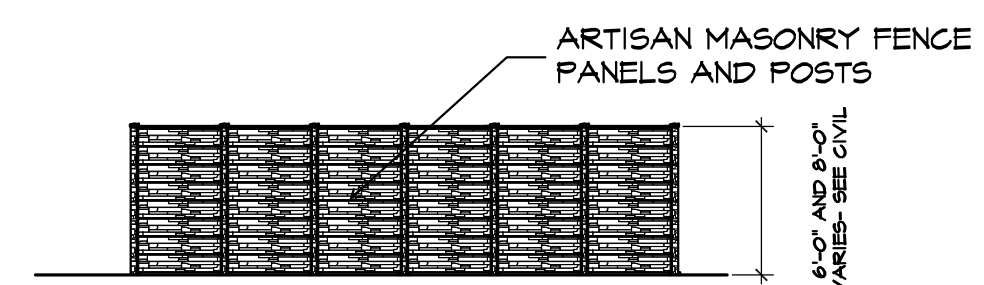
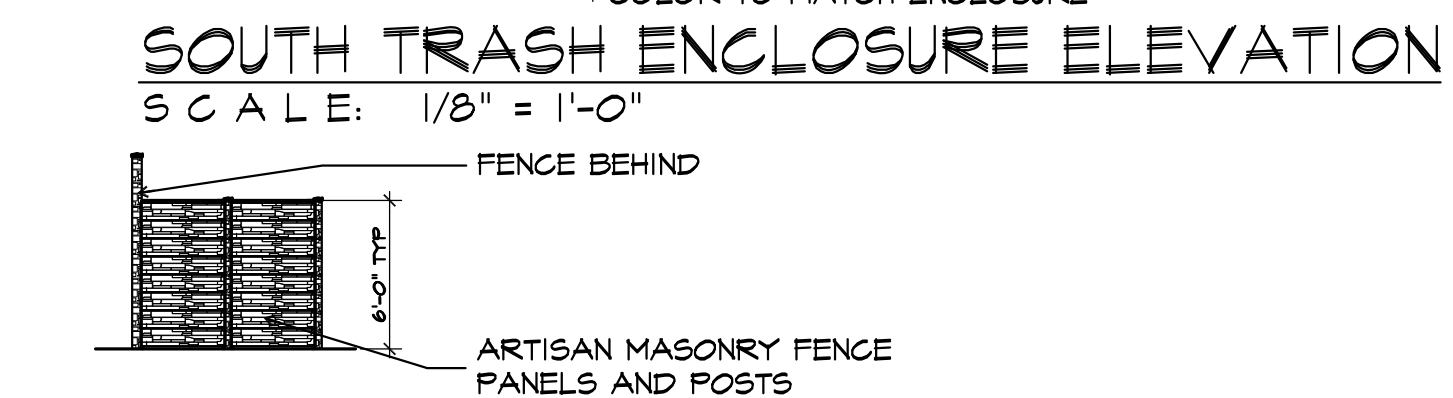
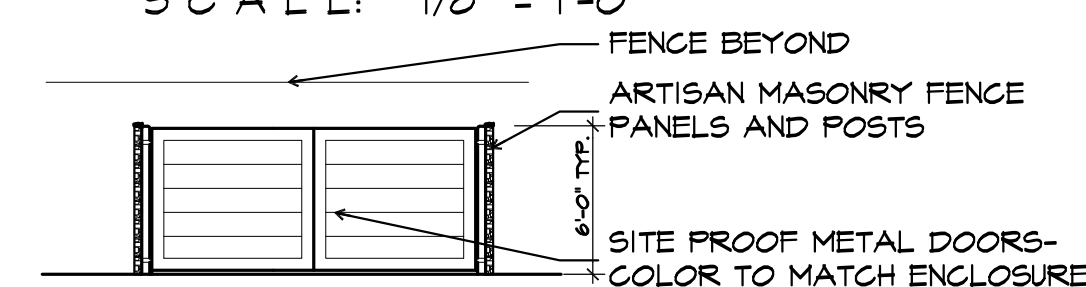
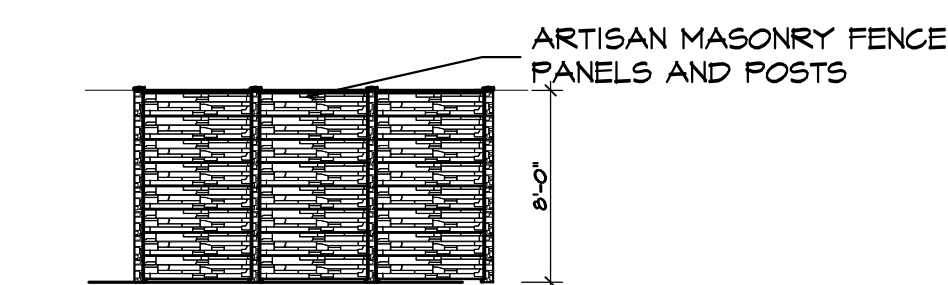
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SOUTH ELEVATION FUEL CANOPY
 SCALE: 1/8" = 1'-0"

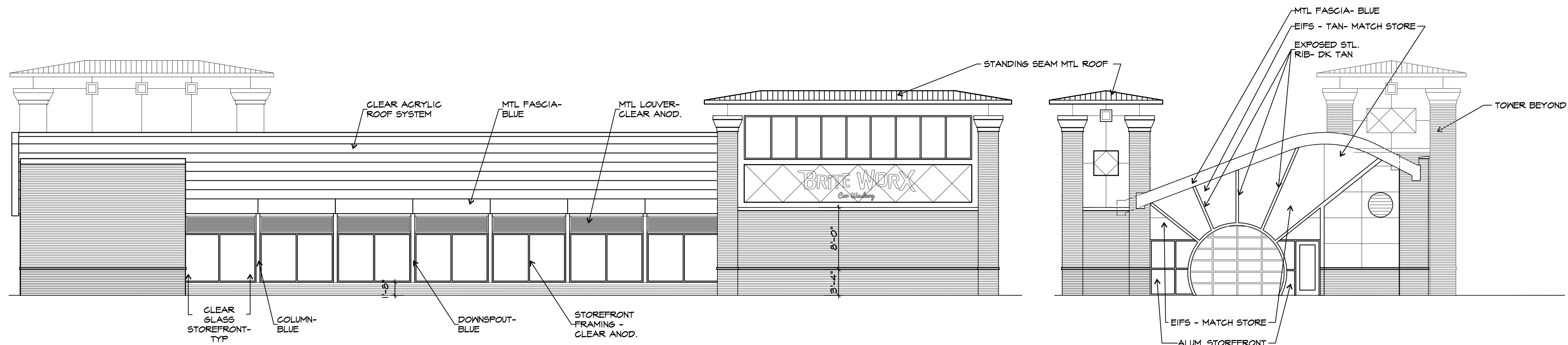


EAST ELEVATION FUEL CANOPY
 SCALE: 1/8" = 1'-0"



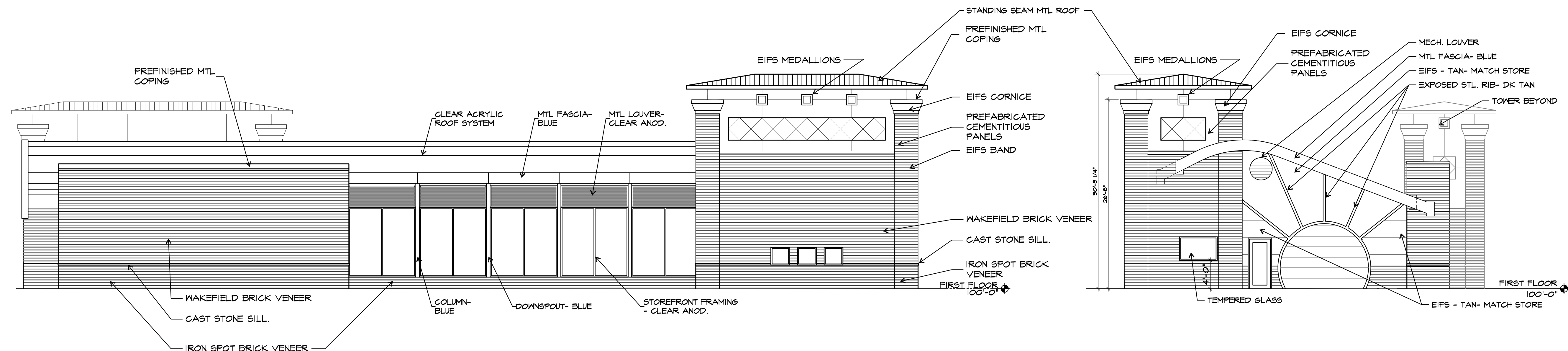
TYPICAL FENCE ELEVATION
 SCALE: 1/8" = 1'-0"

**P&Z SET
REVISED**



SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

EAST ELEVATION
SCALE: 1/8" = 1'-0"



NORTH ELEVATION
SCALE: 1/8" = 1'-0"

WEST ELEVATION
SCALE: 1/8" = 1'-0"

On the Run **ExxonMobil**

CONVENIENCE STORE AND CAR WASH
1109 OLIVE BLVD.

Attachment: Revised Plans received November 27, 2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG CUP.SDP)

PROJECT NUMBER	1623
DATE	6-23-17
DRAWN BY	JVF
CHECKED BY	SNM
REVISION	7-10-17
	8-11-17
	8-17-17
	11-4-17
	11-27-17

A5.2

**EXTERIOR
ELEVATIONS**

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**P&Z SET
REVISED**

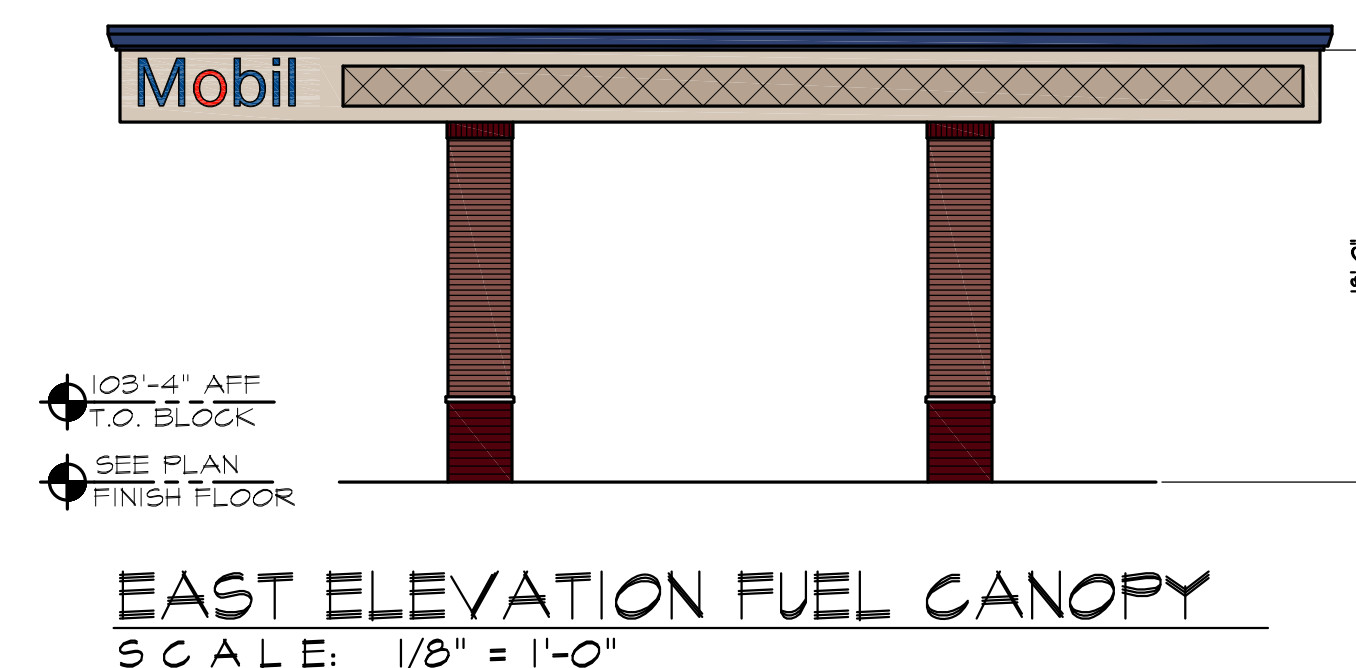
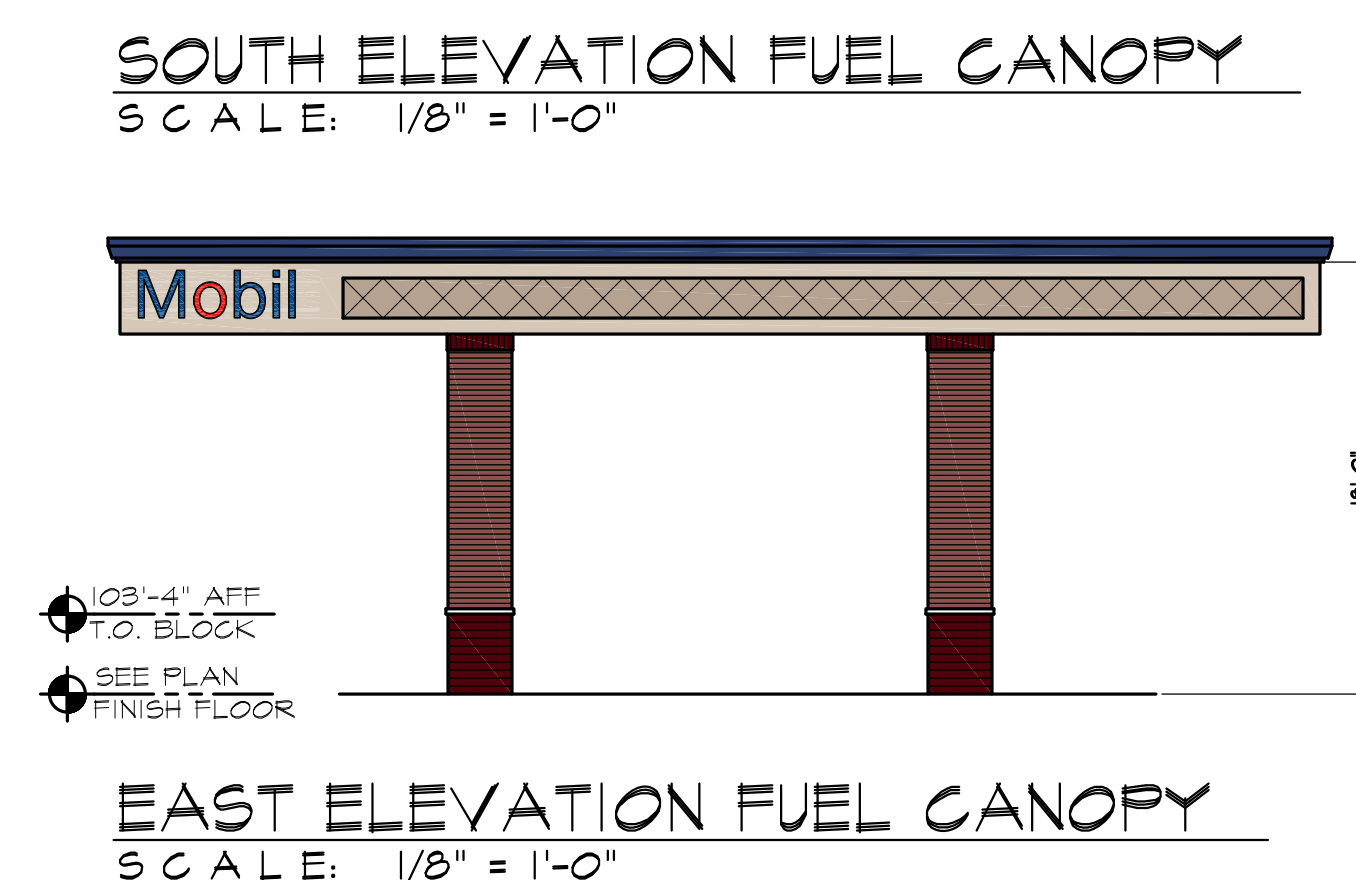
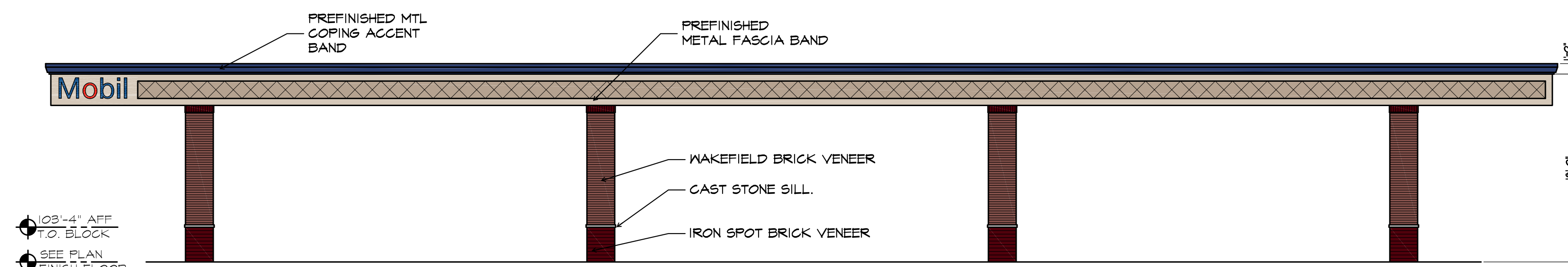
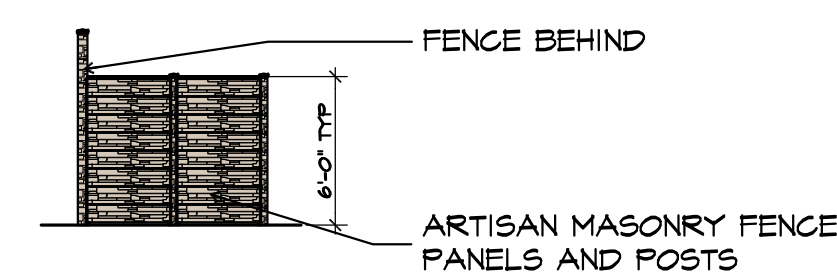
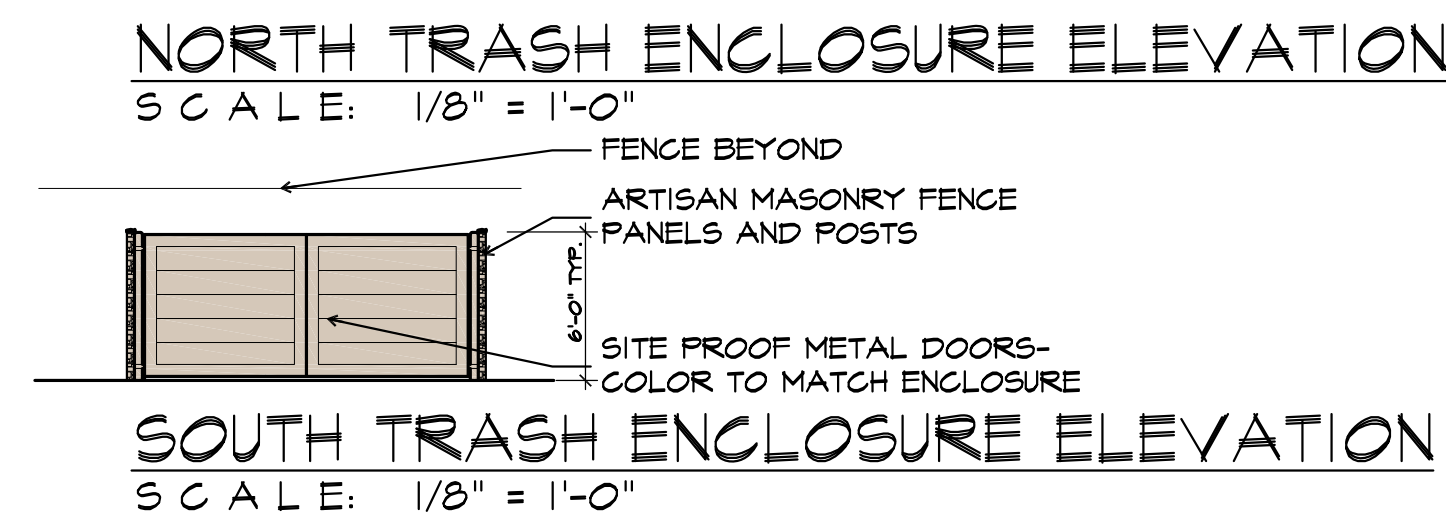
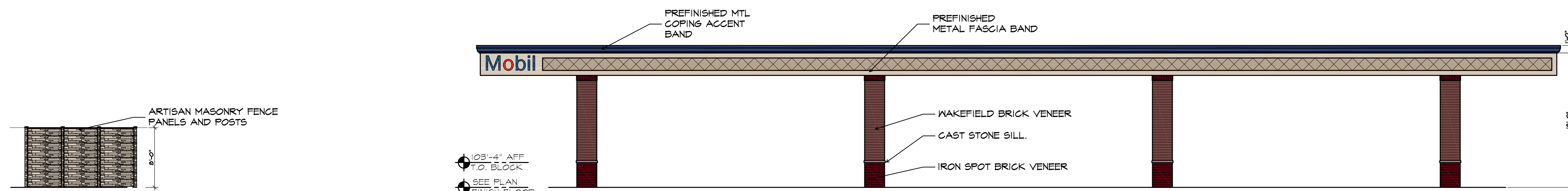
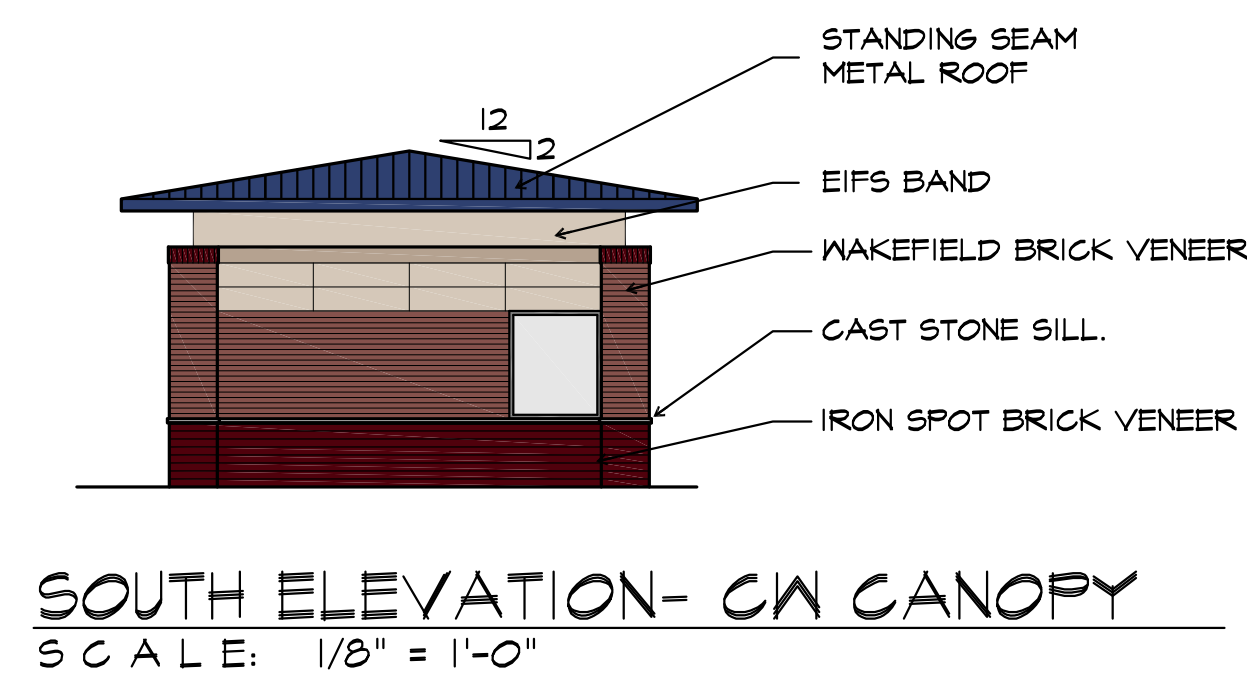
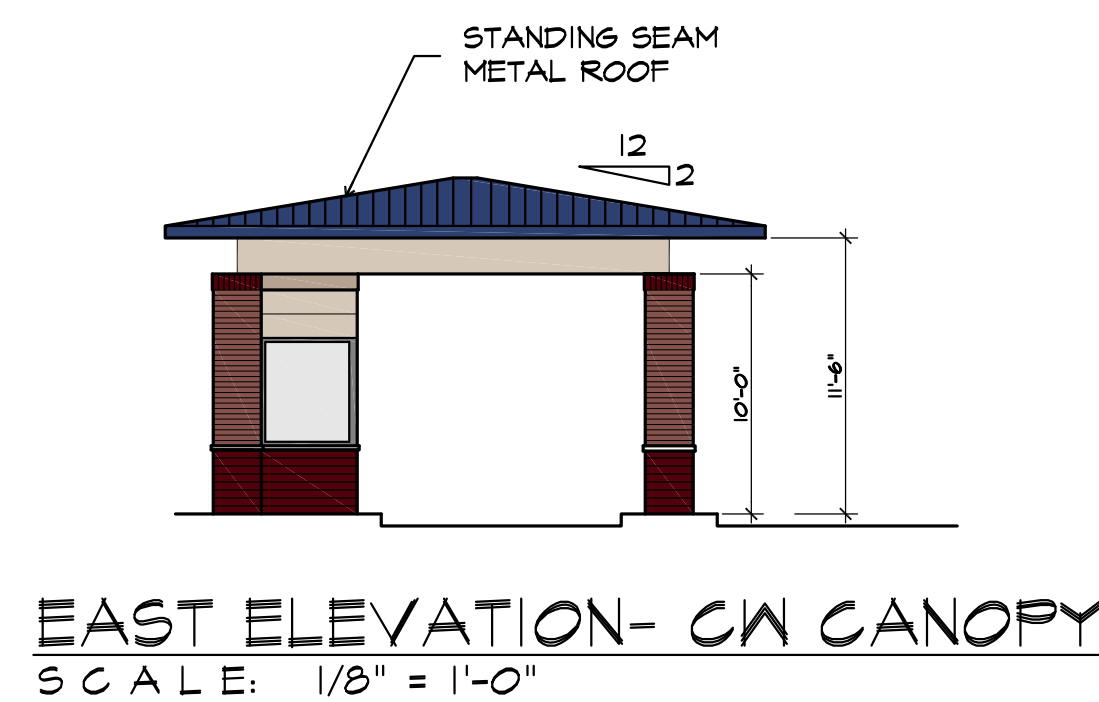
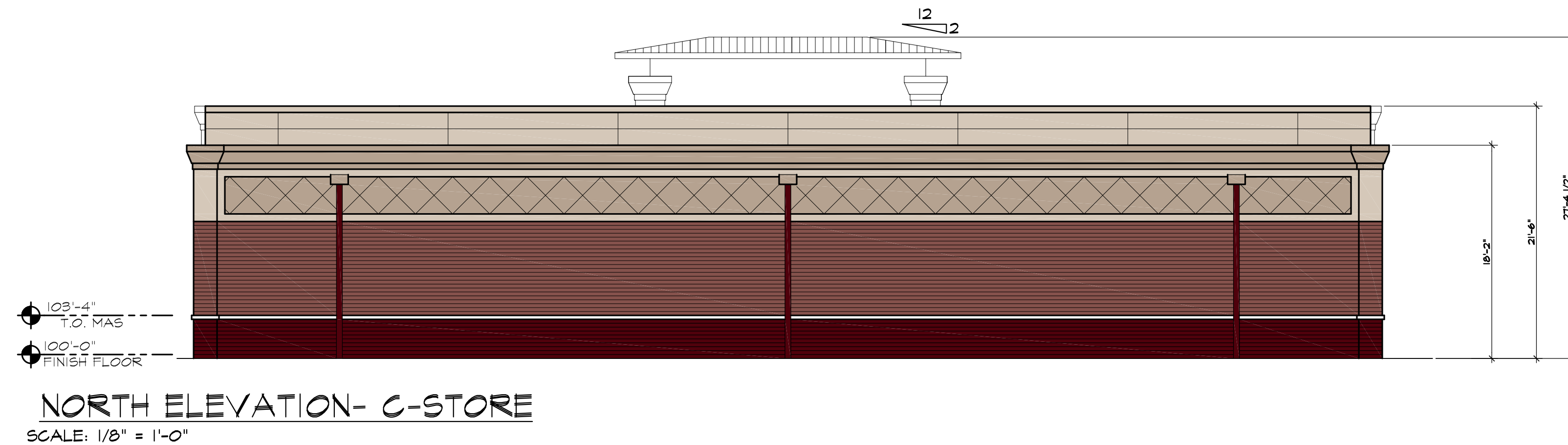
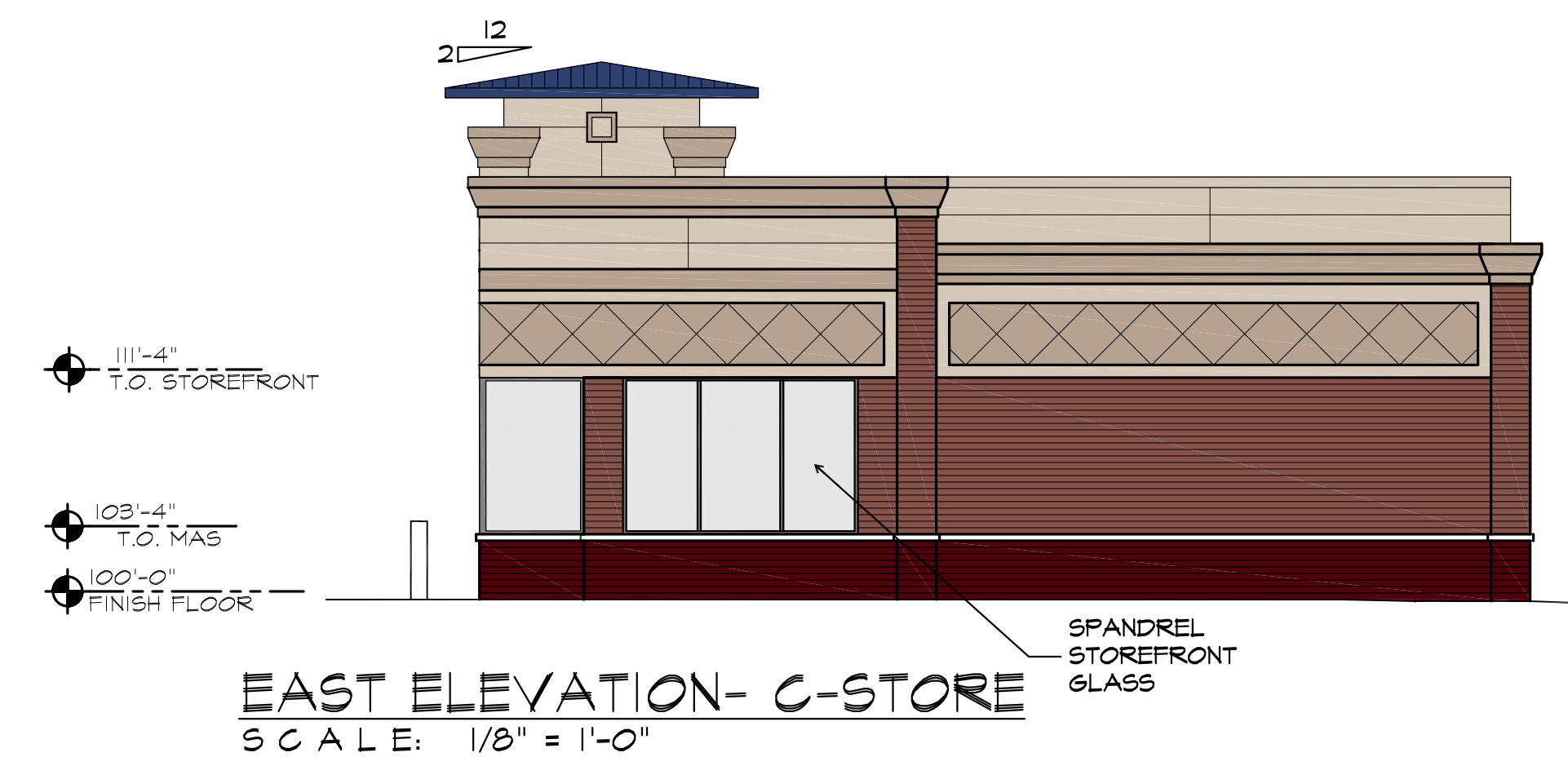
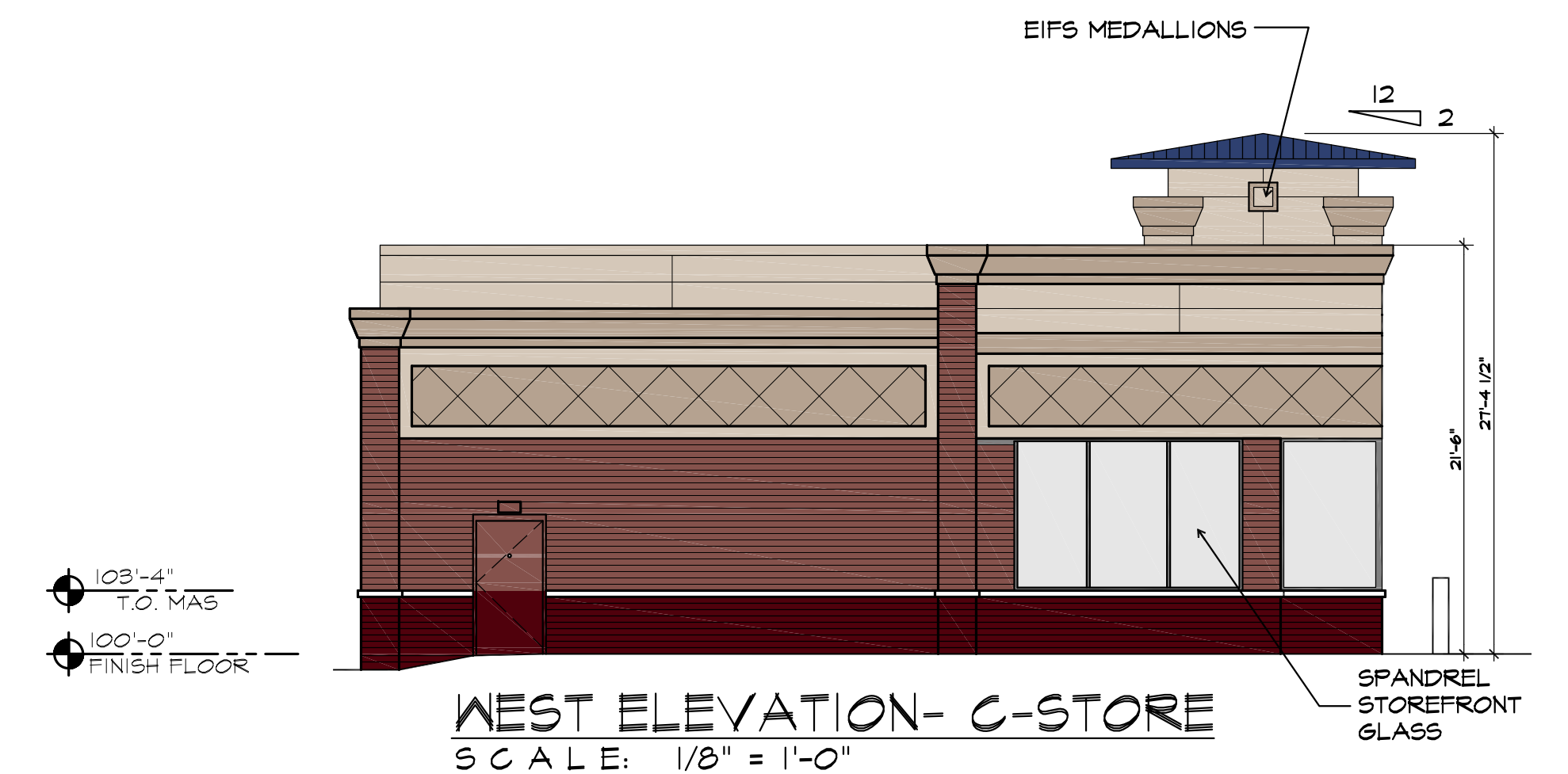
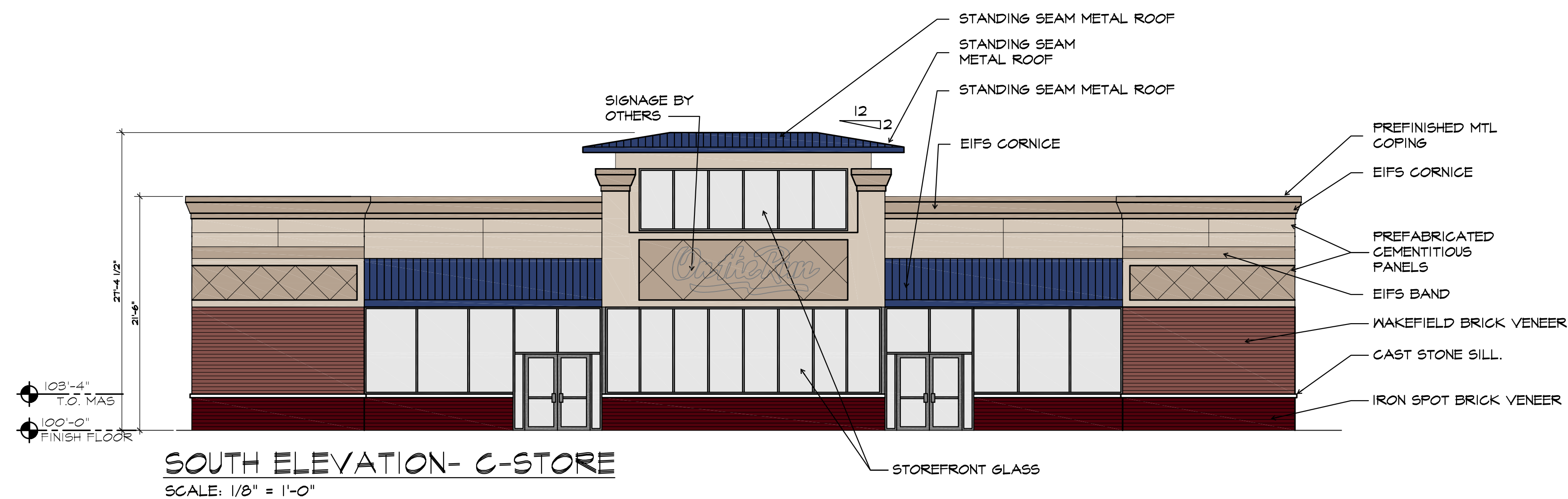
On the Run ExxonMobil
CONVENIENCE STORE AND CAR WASH
 11029 OLIVE BLVD.
 Attachment: Revised Plans received November 27, 2017 (16-031 Mobil on the Run and Britte Work Car Wash RZG CUP SDR)

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DRAWN BY	JVF
CHECKED BY	SNM
REVISION	7-10-17
	8-11-17
	8-17-17
	11/8/17
	11-27-17

A5.1

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ELEVATIONS**

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**P&Z SET
REVISED**

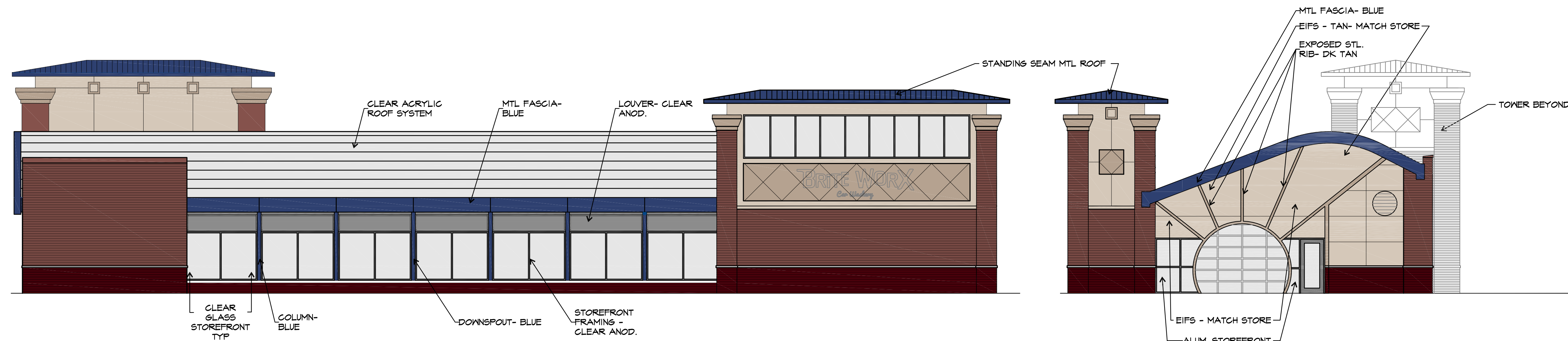
On the Run **ExxonMobil**
CONVENIENCE STORE AND CAR WASH
11029 OLIVE BLVD
Attachment: Revised Plans received November 27, 2017 (16-031 Mobil on the Run and Brite Work Car Wash RZG CUP.SDP)

PROJECT NUMBER	1623
DATE	6-23-17
DRAWN BY	JVF
CHECKED BY	SNM
REVISION	7-10-17
	8-11-17
	8-17-17
	11-9-17
	11-27-17

A5.2

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SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

EAST ELEVATION
SCALE: 1/8" = 1'-0"



NORTH ELEVATION
SCALE: 1/8" = 1'-0"

WEST ELEVATION
SCALE: 1/8" = 1'-0"

Concept Revision Narrative

Mobil On the Run Convenience Store and BriteWorx Car Wash

Northwest Corner of Olive and Schulte, Creve Coeur, MO 63141

This concept design narrative was prepared to provide a detailed description of the individual changes made to the Site Plan in response to the feedback received at the December 5th, 2016 Planning and Zoning Commission meeting, April 24th, 2017 City Council Meeting, and subsequent meetings with City Planning Staff and Residents.

A. Limit retail uses size and scale

- 1) A new smaller version of the BriteWorx tunnel carwash (from 5,128.5 to 4,460 sq. ft.) has been proposed for this site to reduce the size, scale, and intensity.
- 2) The gas canopy was reduced from the 50' x 184' / 10-pump island design to a 48' x 144' / 8-pump-island configuration.
- 3) The western parcel in the rezoning was removed from the re-development plan.

B. Protection of the existing healthy vegetation setting

- 1) With the assistance of a Landscape Architect, the protection zone areas for the existing larger trees being saved was expanded and additional measures are to be taken during demolition and construction.
- 2) The greenspace in the rear of the site was expanded to provide less impact on the vegetation and moves the limits of developed area further from the residential uses.

C. Volume

- 1) The number of vacuum stations was reduced from the earlier proposed 17 stalls to 11 stalls.
- 2) The number of pumps were reduced from 10 pumps to 8 pumps.

D. Mitigate Impact on residential area

- 1) An expanded greenspace buffer to the north will assist in any impact to the surrounding residential neighborhoods.
- 2) The reduced footprints and elimination of the vacuums increases the amount of greenspace, allows for a more compact footprint, and enhances the aesthetics of the development.

E. Setbacks and Connectivity

- 1) The redesign of the carwash layout and moving the vacuums behind the wash a fewer number of vacuum stations provide for greater landscape treatments in the buffer area

- around the carwash building and reduces the need for the furthest west property in the development. This is still a part of the rezoning application.
- 2) The reduction of the size of the gas canopy allows for more open space in front of the C-Store retail business and provides greater ease of maneuvering as one circulates the site.

F. Reduce the large gaps and interruptions along the streetscape

- 1) By reducing the non-pedestrian elements (vacuums, entrance lanes to carwash, pump islands, greenspaces, etc.) between the BriteWorx and Mobil on the Run, there is more connectivity as opposed to interruptions along the streetscape.

The Mobil on the Run and BriteWorx CarWashery provides a needed updated neighborhood service at this location with consideration to the elements of the design guidelines, comprehensive plan, and city ordinances.

Land Description
Project No. 110-241

City of Creve Coeur Tract
Oak Lake Crossing
November 22, 2017

A tract of land being Part of Lots 1, 2, and 3 of "Oak Lake Estates", recorded in Plat Book 92, Page 3 of St. Louis County Records, and Part of Lots 3, 4 and 5 of the subdivision of the Farm of S. S. Matson, being part of U.S. Survey 1962, Township 45 North, Range 5 East of the Fifth Principal Meridian, St. Louis County, Missouri, more particularly described as follows:

Commencing at the intersection of the East line of a tract of land conveyed to Halliburton and Kohring, by deed recorded in Book 7558, Page 658 of said records with the North line of Olive Boulevard as widened by document recorded in Book 5112, Page 66 of said records, said point being 45.00 feet perpendicular distance North of Missouri State Highway 340 (variable width), also known as Olive Boulevard centerline station 179+55.77; thence along the said East line and along the East line of a tract of land conveyed to Pfortmiller by deed recorded in Book 11682, Page 2248 of said records, North 29 degrees 19 minutes 07 seconds West, 185.70 feet to the corporate limit line of the City of Creve Coeur; thence along said line the following courses and distances; thence North 60 degrees 01 minutes 53 seconds East, 100.29 feet to the POINT OF BEGINNING of the tract herein described; thence continuing along the corporate limit line of the City of Creve Coeur, North 60 degrees 01 minutes 53 seconds East, 200.09 feet; thence North 59 degrees 51 minutes 43 seconds East, 104.63 feet; thence along a curve to the right, the chord of which bears North 68 degrees 42 minutes 21 seconds East, 247.12 feet and the radius point of which bears South 30 degrees 08 minutes 17 seconds East, 803.69 feet from the last mentioned point, an arc distance of 248.11 feet to the West line of Schulte Road (variable width); thence along said West line Schulte Road, as described in Book 7631, Page 1576 of said records, the following courses and distances; thence South 29 degrees 19 minutes 28 seconds East, 91.74 feet; thence South 85 degrees 20 minutes 52 seconds West, 5.50 feet; thence South 29 degrees 19 minutes 28 seconds East, 83.77 feet; thence along a curve to the right, the chord of which bears South 24 degrees 59 minutes 17 seconds West, 32.49 feet and the radius point of which bears South 60 degrees 40 minutes 32 seconds West, 20.00 feet from the last mentioned point, an arc distance of 37.92 feet to a point being 45.00 feet perpendicular distance North of Olive Boulevard centerline station 185+63.34; thence along the aforesaid North right-of-way line of Olive Boulevard, being 45.00 feet perpendicularly distant north of and parallel to the centerline of said Olive Boulevard, the following courses and distances; thence along a curve to the left, the chord of which bears South 72 degrees 34 minutes 52 seconds West, 178.13 feet and the radius point of which bears South 10 degrees 41 minutes 58 seconds East, 761.20 feet from the last mentioned point, an arc distance of 178.54 feet to a point; thence South 61 degrees 53 minutes 32 seconds West, 154.64 feet; and thence South 59 degrees 51 minutes 43 seconds West, 189.15 feet; thence leaving said North right-of-way line, North 29 degrees 19 minutes 07 seconds West, 185.61 feet to the POINT OF BEGINNING, containing 2.380 acres, more or less.

Land Description
Project No. 110-241

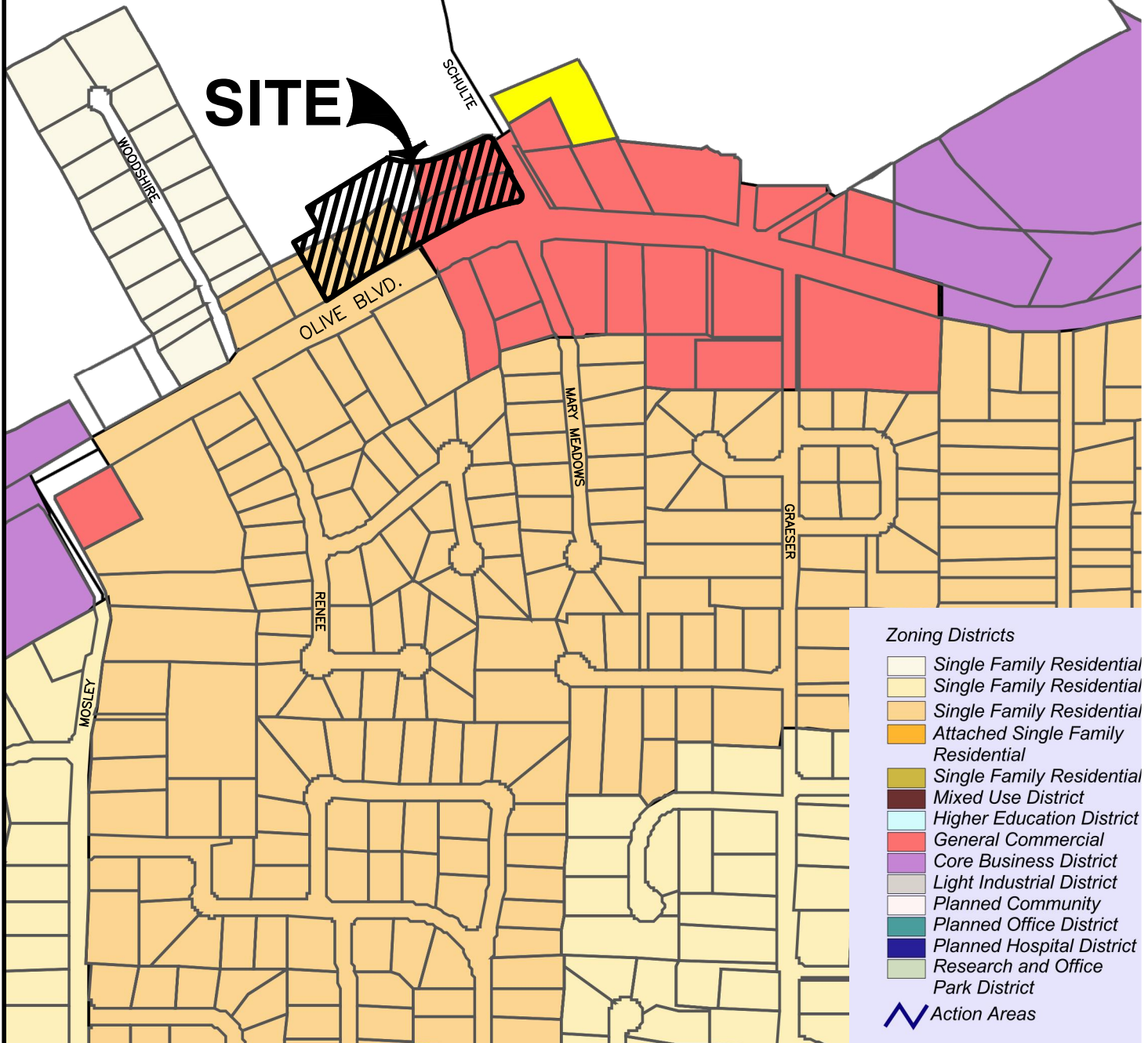
St. Louis County Tract
Oak Lake Crossing
November 22, 2017

A tract of land being Part of Lots 1, 2, and 3 of "Oak Lake Estates", recorded in Plat Book 92, Page 3 of St. Louis County Records, and Part of Lots 3, 4 and 5 of the Subdivision of the Farm of S. S. Matson, being Part of U.S. Survey 1962, Township 45 North, Range 5 East of the Fifth Principal Meridian, St. Louis County, Missouri, more particularly described as follows:

Commencing at the intersection of the East line of a tract of land conveyed to Halliburton and Kohring, by deed recorded in Book 7558, Page 658 of said records with the North line of Olive Boulevard as widened by document recorded in Book 5112, Page 66 of said records, said point being 45.00 feet perpendicular distance North of Missouri State Highway 340 (variable width), also known as Olive Boulevard centerline station 179+55.77; thence along the said East line and along the East line of a tract of land conveyed to Pfortmiller by deed recorded in Book 11682, Page 2248 of said records, North 29 degrees 19 minutes 07 seconds West, 185.70 feet to the corporate limit line of the City of Creve Coeur; thence along said line North 60 degrees 01 minutes 53 seconds East, 100.29 feet to the POINT OF BEGINNING of the tract herein described, said point being on the corporate limit line of the City of Creve Coeur; thence North 29 degrees 19 minutes 07 seconds West, 125.13 feet; thence North 59 degrees 56 minutes 12 seconds East, 200.00 feet; thence North 17 degrees 19 minutes 15 seconds East, 1.05 feet to the South line of Oak Lake Court, 50 feet wide; thence along said South line of Oak Lake Court, 50 feet wide, the following courses and distances; thence along a curve to the left, the chord of which bears North 86 degrees 27 minutes 24 seconds East, 213.69 feet and the radius point of which bears North 17 degrees 19 minutes 15 seconds East, 300.00 feet from the last mentioned point, an arc distance of 218.49 feet; thence North 65 degrees 35 minutes 32 seconds East, 138.44 feet; thence along a curve to the right, the chord of which bears South 71 degrees 51 minutes 58 seconds East, 27.05 feet and the radius of which bears South 24 degrees 24 minutes 28 seconds East, 20.00 feet from the last mentioned point, an arc distance of 29.70 feet to the West line of Schulte Road (variable width); thence along said West line Schulte Road, as described in Book 7631, Page 1576 of said records, South 29 degrees 19 minutes 28 seconds East, 34.48 feet to the aforementioned corporate limit line of the City of Creve Coeur; thence along said line the following courses and distances; thence along a curve to the left, the chord of which bears South 68 degrees 42 minutes 21 seconds West, 247.13 feet and the radius point of which bears South 12 degrees 27 minutes 00 seconds East, 803.69 feet from the last mentioned point, an arc distance of 248.11 feet; thence South 59 degrees 51 minutes 43 seconds West, 104.63 feet; thence South 60 degrees 01 minutes 53 seconds West, 200.09 feet to the POINT OF BEGINNING, containing 1.009 acre, more or less.



SITE



REFERENCE

1. IMAGE DEPICTED COURTESY OF CREVE COEUR DEPARTMENT OF COMMUNITY DEVELOPMENT, GOVERNMENT CENTER, 300 N. NEW BALLAS ROAD, CREVE COEUR, MO 63141.

*HAND SIGNATURE ON FILE



Civil & Environmental Consultants, Inc.

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BRITE WORX/MOBIL ON THE RUN ZONING MAP

DRAWN BY:	MAK	CHECKED BY:	KTK	APPROVED BY:	KTK*	FIGURE NO.:
DATE:	NOV. 2016	DWG SCALE:	(NONE)	PROJECT NO:	110-241	

TECHNICAL MEMORANDUM

Date: November 13, 2017

To: Mr. Kevin T. Kamp, P.E.

From: Lee Cannon, P.E., PTOE

CBB Job Number: 091-16-08

Project: Work Order 8 – Creve Coeur Mobil Gas Station
Creve Coeur, Missouri

CBB has completed this addendum to the traffic impact study dated 11/4/16 pertaining to the Proposed Mobil Gas and Convenience Store with Car Wash redevelopment in Creve Coeur, Missouri. The redevelopment site is located on the northwest quadrant of Olive Boulevard at Schulte Road.

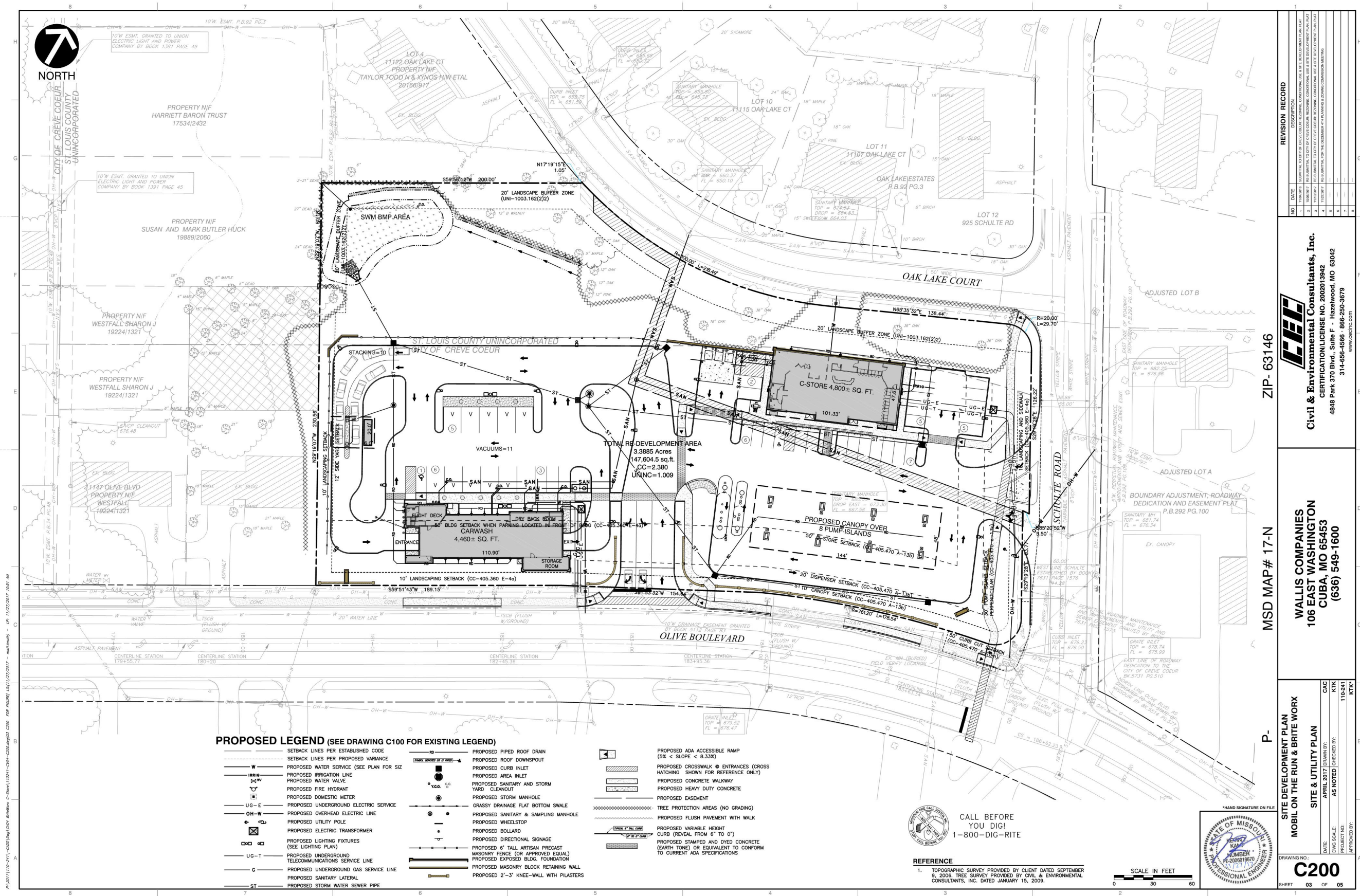
Revised Site Plan

It is our understanding the site plan for the proposed redevelopment has been revised. The site plan provided for the original traffic impact study showed the proposed access plan for the site would consist of one right-out only driveway along Olive Boulevard near the west property line, one full access driveway on Olive Boulevard, and one three-quarter access driveway (no left-turn in) is on Schulte Road.

Exhibit 1R illustrates the revised preliminary site plan. As can be seen in Exhibit 1R, the proposed access for the site would consist of one full access driveway on Olive Boulevard, and one three-quarter access driveway (no left-turn in) on Schulte Road. The previously proposed right-out-only along Olive Boulevard was eliminated. The proposed 20 vehicle fueling positions were reduced to 16 vehicle fueling positions.

Revised Full Access Driveway

The proposed full access curb cut on Olive Boulevard in the original site plan was approximately 345 feet west of Schulte Road. On the revised site plan, the proposed full access curb cut on Olive Boulevard is approximately 320 feet west of Schulte Road. We acknowledge that the proposed full access driveway is still slightly closer to Schulte than MoDOT's desired corner clearance distance per their Access Management Guidelines, but the proposed development significantly improves access management along Olive Boulevard by reducing the five-existing full-access curb cuts to one curb cut.



REVISION RECORD	
NO.	DATE
1	11/01/2017
2	11/01/2017
3	11/01/2017
4	11/01/2017
5	11/01/2017
6	11/01/2017
7	11/01/2017
8	11/01/2017
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10	11/01/2017

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CUBA, MO 65453
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SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX
SITE & UTILITY PLAN
DATE: APRIL 2017
DRAWN BY: KTK
CHECKED BY: KTK
APPROVED BY: KTK

DRAWING NO.: **C200**
SHEET 03 OF 05

Exhibit 1R: Revised Preliminary Site Plan (Provided by Others)



Revised Trip Generation

As noted above, the revised site plan shows that the proposed redevelopment would consist of 16 vehicle fueling positions which is a decrease from the originally proposed 20 vehicle fueling positions. The decrease in the number of vehicle fueling positions is expected to decrease the number of expected trips generated during the AM, Midday, and PM peak hours of a typical weekday.

CBB previously performed manual turning movement counts at the existing site driveways and found the current gas station generates 80 total trips during the AM peak hour, 120 total trips during the Midday peak hour and 100 trips during the PM peak hour with 8 vehicle fueling positions. In order to estimate the forecasted trips for the reconstructed store, the trips to the current store were increased based on the percentage increase in the number of vehicle fueling positions. **Table 1R** summarizes the trips counted at the existing Mobil and the projected trips based the previously proposed site plan and the current revised site plan. For simplicity, the trip estimate doubled the counts since the new store will have twice as many vehicle fueling positions as the existing store.

Table 1R: Local Trip Generation Estimate – Based on Current Site Counts and Number of Fueling Positions

Land Use	No. of Vehicle Fueling Positions	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Existing Mobil Station	8	45	35	80	65	55	120	50	50	100
Original Study Mobil Station Estimate	20	115	85	200	165	135	300	125	125	250
Revised Site Plan Mobil Station Estimate	16	90	70	160	130	110	240	100	100	200

CBB was provided customer transaction counts (gross receipts) for a similar Mobil gas station further east on Olive Boulevard in Olivette, Missouri. That location was also recently rebuilt to provide the improved convenience store, car wash and sixteen vehicle fueling positions to the brand's "Mobil on the Run" status. Based on the transaction counts, a trip generation estimate was made based on the same number of vehicle fueling positions at the proposed Schulte Store. **Table 2R** summarizes the trip estimate based on the similar facility records. For simplicity, the trip estimate was equal to the transactions forecast since the two stores will have the same number of vehicle fueling positions.



Table 2R: Estimated Trips for Proposed Mobil Gas Station Rebuild Based on Similar Site Transaction Data

Land Use	No. of Vehicle Fueling Positions	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Similar Mobil Station (Transaction Data)	16	80	80	160	125	125	250	95	95	190
Original Study Mobil Station Estimate	20	100	100	200	155	155	310	120	120	240
Revised Site-Plan Mobil Station Estimate	16	80	80	160	125	125	250	95	95	190

When comparing both methods above, trips are expected to be on the same order of magnitude for the proposed store. However, the trip estimate for the Mobil gas station based on transaction data is expected to be the most accurate trip forecast since it is based on local data for this exact use. Therefore, the trips estimated by the transactional data (Table 2R) were considered below.

It should be reiterated that the existing Mobil station already generates trips on the roadway system. Therefore, the existing trips were not assigned, resulting in a net increase in trips, as shown in **Table 3R**.

Furthermore, not all of the added site trips would represent *new* traffic on the adjacent roadways. A significant portion of the traffic attracted to this site would already be traveling on Olive Boulevard or Shulte Road as part of another trip (i.e., “pass-by” trips). These trips would represent patrons attracted to the gas station on their way to or from home, work, or another destination as a “convenience stop”. Based upon statistical information provided in the *Trip Generation Handbook, A Recommended Practice* it was assumed that 62% of the development’s traffic would be pass-by in nature during the AM peak hour, and 56% of the development’s traffic would be pass-by during the PM peak hour. ITE does not provide a pass-by percentage for the Midday peak hour so the pass-by percentage from the PM peak hour was also used during the Midday peak hour. As seen in Table 3R, the proposed gas station would generate roughly double the total trips to and from the existing gas station (turns at the site driveways) with 30 *new* trips during the AM peak hour, 60 *new* trips during the Midday peak hour, 40 *new* trips during the PM peak hour.



Table 3R: Increase in Trips for Proposed Mobil Gas Station Rebuild

	<i>AM Peak Hour</i>			<i>Midday Peak Hour</i>			<i>PM Peak Hour</i>		
	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Estimated Trips to Revised Mobil Site	80	80	160	125	125	250	95	95	190
Trips to Existing Mobil Site	(45)	(35)	(80)	(65)	(55)	(120)	(50)	(50)	(100)
Net Increase in Total Trips	35	45	80	60	70	130	45	45	90
Pass-By Trips	25	25	50	35	35	70	25	25	50
New Trips	10	20	30	25	35	60	20	20	40

Traffic Operations

The site-generated trips would be expected to decrease by roughly 20% from those shown in original traffic impact study. Consequently, the operations at those driveways would be better than the results shown in the original study. Since the developer is still willing to abide by the findings of the original traffic impact study, those recommended improvements will better mitigate the lower number of added trips.

Conclusion

In summary, the revised site plan for the Proposed Mobil Gas and Convenience Store with Car Wash redevelopment in Creve Coeur, Missouri is expected to decrease the site-generated trips by roughly 20% from the levels shown in the original traffic impact study dated 11/4/16. With the expected decrease in site-generated trips at the site driveways, the operations at those driveways would be improved from the results shown in the original traffic impact study. No further improvements from those previously recommended are required or necessary. Should there be any questions regarding this addendum, please contact me at 314-308-6547 or Lcannon@cbbtraffic.com.

Sincerely,

Lee Cannon, P.E., PTOE
Principal, Traffic Engineer

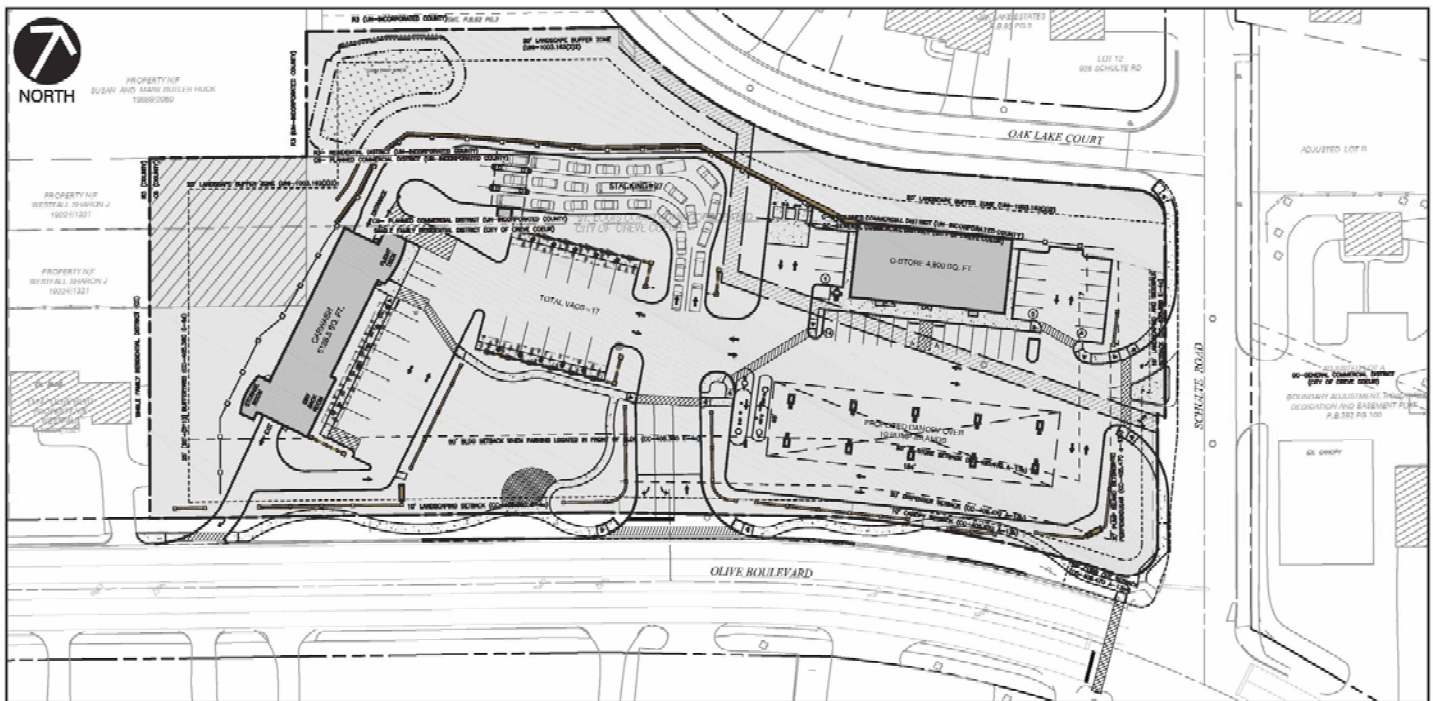
Traffic Impact Study

for

Proposed Mobil Rebuild with Car Wash

Creve Coeur, Missouri

11.04.2016



OVERALL SITE MAP

SCALE: 1" = 50'

prepared by:



prepared for:

Civil & Environmental Consultants, I
4848 Park 370 Boulevard, Suite F
Hazelwood, Missouri 63042

Traffic Impact Study – Proposed Mobil Rebuild with Car Wash
Creve Coeur, Missouri

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Traffic Impact Study – Proposed Mobil Rebuild with Car Wash
Creve Coeur, Missouri

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Traffic Impact Study – Proposed Mobil Rebuild with Car Wash
Creve Coeur, Missouri

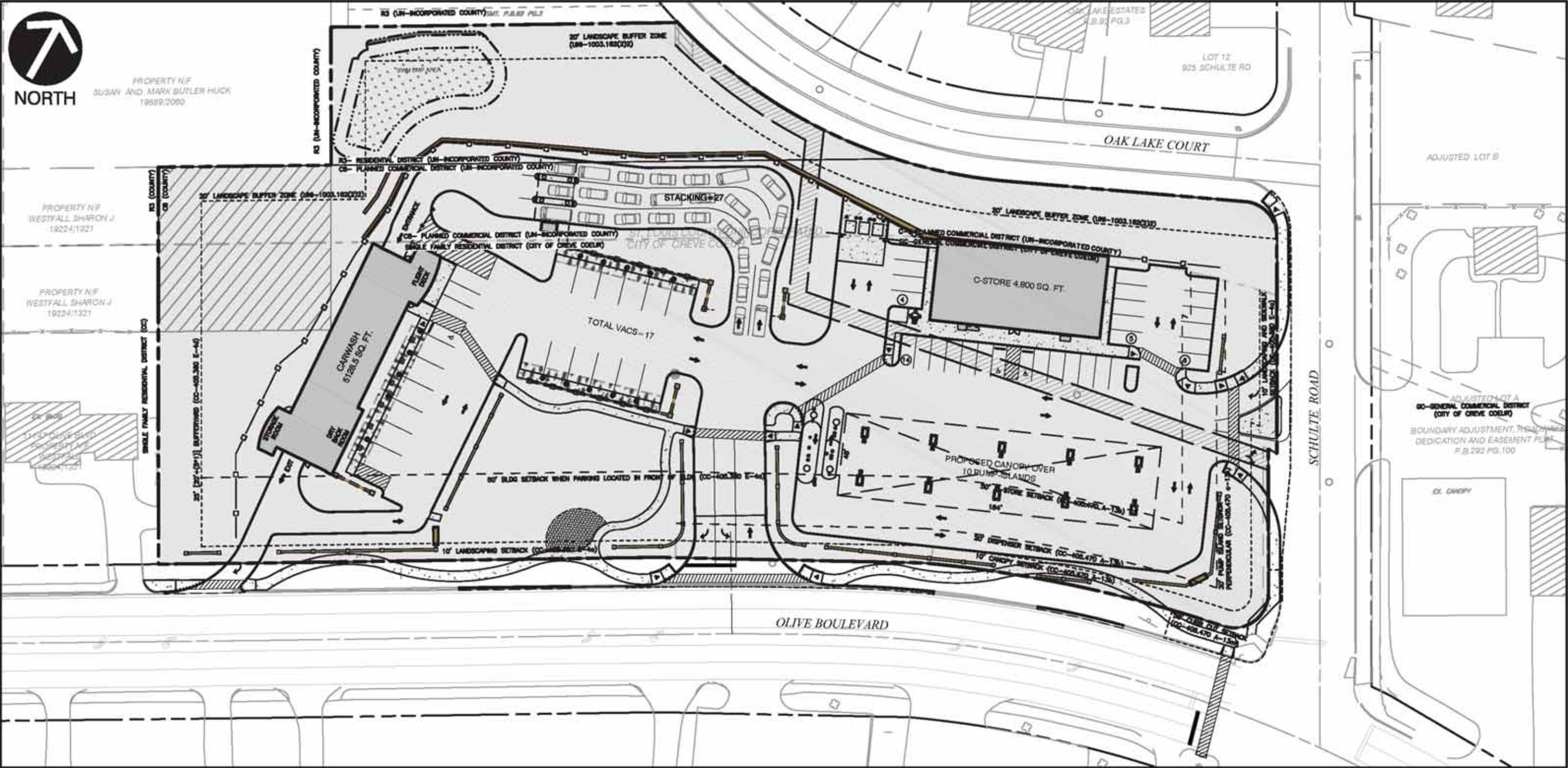
Introduction

CBB has completed a traffic impact study for the Mobil Gas and Convenience Store with Car Wash redevelopment in Creve Coeur, Missouri. The redevelopment site is located on the northwest quadrant of Olive Boulevard at Schulte Road. The site location and the adjacent roadways are depicted in **Figure 1**.



Figure 1: Site Location Map

The existing Mobil gas station with eight vehicle fueling positions, small convenience kiosk, and car wash as well as three single-family homes along Olive Boulevard (currently used as commercial businesses) and three single-family homes along Oak Lake Court occupy the site today. It is our understanding that the existing Mobil gas station would be re-built with twenty vehicle fueling positions and an expanded convenience store, as well as an improved car wash. Access to the site would be provided via one right-out only driveway along Olive Boulevard near the west property line and one full access driveway on Olive Boulevard. Additionally, one three-quarter access driveway (no left-turn in) is proposed on Schulte Road. No access is proposed to Oak Lake Court. **Exhibit 1** illustrates the preliminary site plan provided by your civil engineer.



OVERALL SITE MAP
SCALE: 1" = 50'

Attachment: Reports and Exhibits Received November 11-27-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

*Traffic Impact Study – Proposed Mobil Rebuild with Car Wash
Creve Coeur, Missouri*

It should be noted that five curb cuts along Olive Boulevard (two to the existing Mobil site and three that serve residential structures operating as business) would be consolidated into the two access points noted above. The existing access to Schulte Road would be moved further to the north (away from the signal) to align with the existing Shell gas station on the east side of the road and would be limited to three-quarter access.

A scoping meeting was held with representatives from the Missouri Department of Transportation (MoDOT), the City of Creve Coeur and the development team. St. Louis County Department of Transportation (SLCDOT) was not able to attend the initial meeting but provided their comments and input separately. The purpose of this traffic study was to determine the number of trips that would be generated by the proposed re-development; evaluate the impact of those trips on operating conditions along the adjacent roadways; determine the ability of motorists to safely enter and exit the site and recommend appropriate access locations and configurations. Where necessary, roadway improvements and/or traffic control modifications have been recommended to mitigate the impact of the re-development. The focus of our analysis was the a.m., midday, and p.m. peak hours of a typical weekday. This scope does not include an analysis of internal circulation on the site itself or parking sufficiency.

The following report presents CBB's analysis comparing traffic conditions with and without the proposed redevelopment. The methodology employed to complete this study, along with the findings and conclusions, are discussed in greater detail in the subsequent sections. CBB followed current industry standard methods and processes in the completion of our work.

*Traffic Impact Study – Proposed Mobil Rebuild with Car Wash
Creve Coeur, Missouri*

Base Traffic Conditions

In order to identify the traffic impacts associated with the proposed development, it is essential to understand the pre-development traffic conditions in the area. To that end, it was necessary to perform an operational analysis of the base traffic volumes on the surrounding road system. Therefore, any deficiencies in the current road system will be identified before the traffic generated by the proposed redevelopment is added to the system.

Existing Road System

Olive Boulevard (Missouri Route 340) is owned and maintained by MoDOT. Olive Boulevard is a major east-west arterial with a five-lane cross-section: two through lanes in each direction and a center left-turn lane. However, the left-turn lanes at Schulte Road/Mary Meadows Lane are substandard in width – 9 feet on the east and west leg. There is also a sweeping horizontal curve at this intersection that restricts sight distance along the roadway, particularly visibility on the south side. The approaches of Schulte Road and Mary Meadows Lane are offset (Mary Meadows Lane intersects Olive Boulevard further to the west) and skewed relative to the Olive Boulevard centerline, which is undesirable from an operational and safety perspective.

Schulte Road is a two-lane urban collector owned and maintained by SLCDOT. Schulte Road serves a large residential area to the north. A dedicated southbound left-turn lane and a shared through/right-lane are provided at the signalized intersection with Olive Boulevard. A separate northbound left-turn lane, albeit very short, is marked on Schulte Road at Oak Lake Court.

Oak Lake Court is a cul-de-sac residential street that currently serves 10 single-family homes. Oak Lake Court has access to Schulte Road a few hundred feet north of Olive Boulevard. Oak Lake Court is owned and maintained by SLCDOT.

Mary Meadows Lane is a private 24-foot wide, residential street that serves eighteen homes with one commercial driveway connection for the building in the southeast quadrant of Olive Boulevard and Mary Meadows. A channelized lane for eastbound-to-southbound right-turns is provided (this lane is separated by a raised median). The alignment and configuration of this lane is awkward and appears to be a remnant of a previous alignment modification. It was also noted that the vertical profile and horizontal alignment of Mary Meadows Lane restricts the sight distance across Olive Boulevard between northbound and southbound motorists approaching the intersection.

This study intersection is part of a coordinated system along Olive Boulevard with cycle lengths that are set at 140 seconds during the AM and PM peak hours and 120 seconds during the weekday and Saturday midday peak hours. At the signalized intersection of Olive Boulevard with Schulte Road/Mary Meadows Lane, the northbound and southbound approaches operate on a common phase while the eastbound and westbound left-turns operate with protected-plus-permitted Flashing Yellow Arrow (FYA) phasing.

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Dautel Lane is a local roadway that serves a residential area north of Olive Boulevard with two commercial driveways that serve a pharmacy and jewelry store/thrift shop. A dedicated southbound left-turn lane and a shared through/right-lane are provided at the signalized intersection with Olive Boulevard.

Graeser Road is a two-lane urban collector owned and maintained by SLCDOT. Graeser Road serves a large residential area to the south with driveway access to commercial uses that front Olive Boulevard. A dedicated northbound left-turn lane and a shared through/right-lane are provided at the signalized intersection with Olive Boulevard.

At the signalized intersection of Olive Boulevard with Dautel Lane/Graeser Road, the northbound and southbound approaches operate on a common phase with Flashing Yellow Arrow phasing while the eastbound and westbound left-turns operate with protected-plus-permitted Flashing Yellow Arrow phasing.

Woodshire Lane is a cul-de-sac local residential street that serves eighteen single-family homes to the north of Olive Boulevard. Woodshire Lane is located nearly opposite Renee Lane, offset slightly to the east.

Renee Lane is a local residential street that provides access to two cul-de-sac residential streets and serves approximately forty single-family homes to the south of Olive Boulevard.

Mosley Road is a local urban collector road that serves a large residential area to the south with access driveways to commercial/office uses that front Olive Boulevard. Separate northbound left-turn and right-turn lanes are provided at the signalized intersection with Olive Boulevard.

The signalized intersection of Olive Boulevard with Mosley Road is a “T” intersection with the westbound left-turns operating with protected-plus-permitted Flashing Yellow Arrow phasing.

Base Traffic Volumes

The following intersections were included in the traffic impact study analyses:

- Olive Boulevard at Mosley Road (Signalized);
- Olive Boulevard at Schulte Road/Mary Meadows Lane (Signalized);
- Olive Boulevard at Dautel Lane/Graeser Road (Signalized);
- Olive Boulevard at Woodshire Lane/Renee Lane (Side-Street Stop); and
- Oak Lake Court at Schulte Road (Side-Street Stop).

Turning movement traffic counts were collected by CBB in 2013 as part of the Olive Boulevard (Route 340) signal retiming project. The traffic counts collected at the signalized intersections of Olive Boulevard with Mosley Road, Schulte Road/Mary Meadows Lane, and Dautel Lane/Graeser Road were used for this traffic study. Based on this count data, the peak hours of the intersection identified for analysis were the morning (7:45 to 8:45 a.m.), midday (12:00 p.m. to 1:00 p.m.), and afternoon (4:30 to 5:30 p.m.) peak hours of a typical weekday.

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These counts were supplemented with new traffic counts and delay observations conducted by CBB during the weekday morning (7:00 - 9:00 a.m.), midday (11:00 a.m. to 1:00 p.m.) and weekday afternoon (4:00 - 6:00 p.m.) peak periods at the intersection of Olive Boulevard with Woodshire Lane/Renee Lane. Spot counts were also performed at the existing Mobil driveways to determine peak hour trips. Queue observations were also made for westbound Olive Boulevard at Schulte Road and southbound Schulte Road at Olive Boulevard. Trip estimates were utilized to address traffic for the 10 homes on Oak Lake Court. The Base Traffic Volumes are summarized in **Exhibit 2**.

As can be seen, the traffic volumes are relatively consistent during the three peak hours. The east-west volumes on Olive Boulevard are heavy during each peak hour. Traffic volumes to and from Mary Meadows Lane are relatively light since the street only serves eighteen homes. Traffic to and from Schulte Road is moderate with the heaviest volumes occurring in the p.m. peak hour.

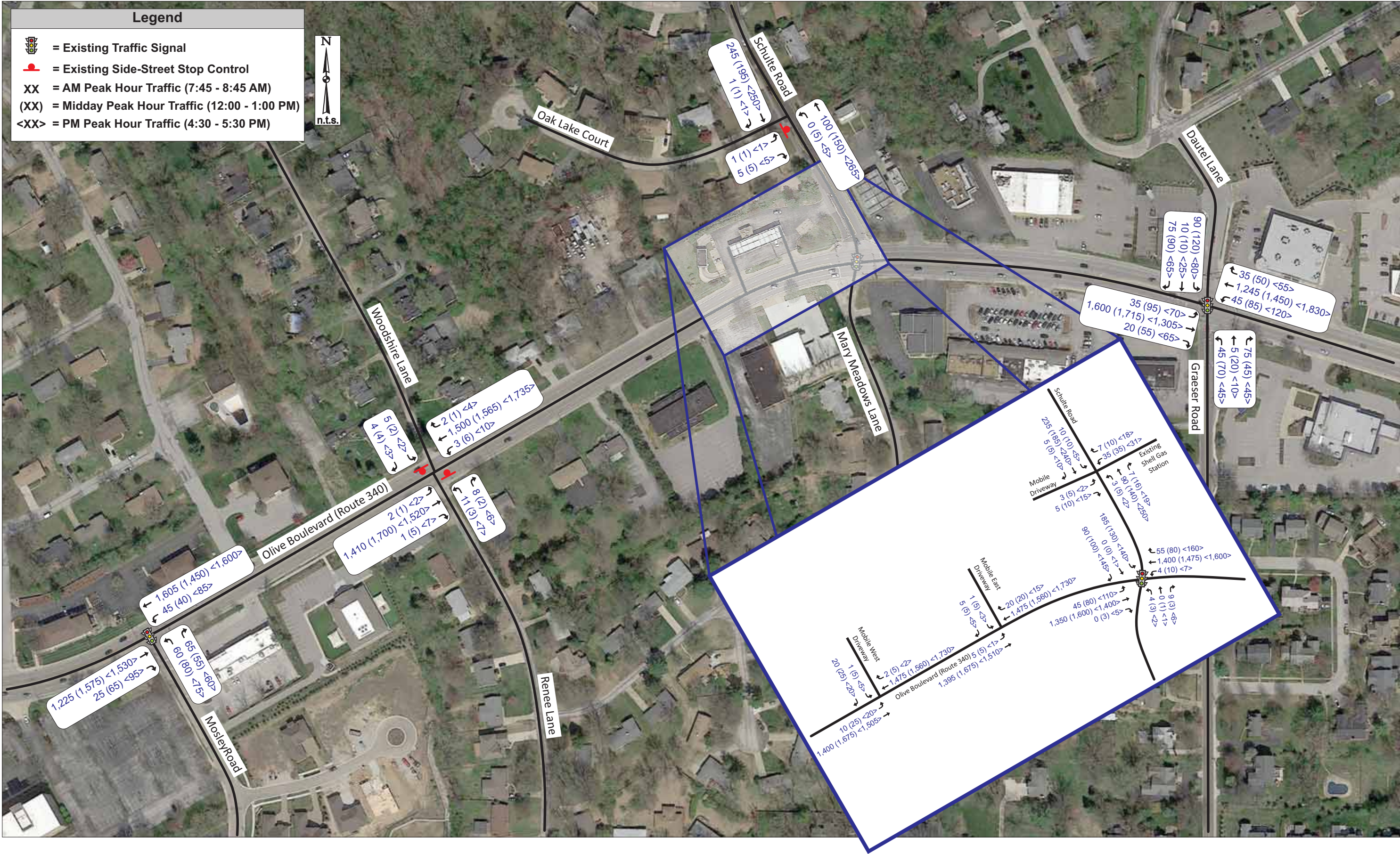
Base Operating Conditions

The base operating conditions for the study area intersections were evaluated using SYNCHRO 8, which is based on procedures outlined in the *Highway Capacity Manual* to determine estimates of capacity and operational performance of signalized and unsignalized intersections. Our traffic operations analysis includes measures of effectiveness generated by the SYNCHRO software.

The operating conditions were graded in accordance with six levels of traffic service (Level A "Free Flow" to Level F "Fully Saturated") established by the *Highway Capacity Manual*. Levels of service (LOS) are measures of traffic flow which consider such factors as speed, delay, traffic interruptions, safety, driver comfort, and convenience. Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is generally considered acceptable for peak period conditions.

It must also be acknowledged that the perception of acceptable traffic service varies widely by area. Specifically, more delay is usually tolerated in urban areas compared to rural areas. Based on the character of this area, we believe that LOS D would be a desirable target for overall peak period traffic operations but may not be achievable for the unsignalized movements due to the heavy peak hour volumes along Olive Boulevard.

The thresholds that define levels of service at an intersection are based upon the type of control used (i.e., whether it is signalized or unsignalized) and the calculated delay. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and aggregated for each approach and the intersection as a whole. At intersections with partial (side-street) stop control, delay is calculated for the minor movements only since motorists on the main road are not required to stop. Furthermore, criteria differ for the two, since control types create different driver expectations. **Table 1** summarizes the level of service thresholds used in this analysis.



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Table 1: Level of Service Thresholds

Level of Service (LOS)	Control Delay per Vehicle (sec/veh)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

It should be noted that the unsignalized intersections within the study area were evaluated using the HCM 2010 module in the Synchro software. Each of the study intersections was evaluated using the methodologies described above. The results of the SYNCHRO evaluations are summarized in **Table 2**. Levels of service and average delay for each intersection approach are reported for the weekday AM, Midday, and PM peak hours.

Operating conditions at the study intersections are generally favorable (LOS C or better overall and LOS D or better by approach) with the exception of northbound Renee Lane during the midday and PM peak hours, the southbound approach of Woodshire Lane during the PM peak hour, the southbound approach of Schulte Road at Olive Boulevard during the AM peak hour, the southbound approach of the Mobil West Driveway during the midday and PM peak hours, and the southbound approach of the Mobil East Driveway during the AM, midday and PM peak hours.

The lengthy delays for southbound Schulte Road are primarily due to a relatively long cycle (140 second AM/PM and 120 second midday) with a relatively small amount of green time allocated to Schulte Road/Mary Meadows Lane. It should be noted that the calculated volume to capacity ratios (v/c) do not exceed 1.0 during the peak hours but did reach 0.92 during the AM peak hour, 0.78 during the Midday peak hour and 0.82 during the PM peak hour. In this case, the cycle length dictates the poor level of service during the AM peak hour and drives the longer delays in the Midday and PM peak hours. The northbound and southbound approaches have minimal green times to maximize progression bands for the heavy eastbound and westbound through movements.

The southbound approaches exiting the current Mobil East and West Driveways operate poorly due to the heavy traffic volumes along Olive Boulevard and the close spacing of the Mobil Driveways from the Schulte Road signal, which typically does not allow for two-stage left-turns; therefore, no two-stage left-turns were assumed in the analyses for the Mobil driveways. If two-stage left-turns were completed by motorists, then the calculated southbound delays may improve.

The analyses software results indicate that the existing movements from Renee Lane and Woodshire Lane operate at less than desirable levels during the PM peak and southbound

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approach during the midday peak, primarily due to the heavy east-west traffic along Olive Boulevard. It should be noted that current delay observations were made at Renee Lane/Woodshire Lane, which is discussed further below.

Table 2: Traffic Operating Conditions – Base Traffic Volumes

Intersection/Approach	AM Peak Hour	Midday Peak Hour	PM Peak Hour
<i>Olive Boulevard and Mosley Road – Signalized</i>			
Eastbound Olive Boulevard	A (2.4)	A (5.3)	A (5.9)
Westbound Olive Boulevard	B (12.1)	A (9.6)	B (10.9)
Northbound Mosley Road	D (43.9)	D (43.3)	D (48.5)
Overall Intersection	A (9.4)	A (8.9)	B (10.0)
<i>Olive Boulevard and Woodshire Lane/Renee Lane – Side-Street Stop</i>			
Eastbound Left-Turn Olive Boulevard	B (14.2)	B (14.8)	C (16.6)
Westbound Left-Turn Olive Boulevard	B (13.4)	C (16.4)	B (14.6)
Northbound Renee Lane	D (32.6)	E (43.5)	E (35.5)
Southbound Woodshire Lane	D (33.3)	D (28.2)	E (36.7)
<i>Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized</i>			
Eastbound Olive Boulevard	B (17.0) 20' LT	B (10.4) 30' LT	B (16.8) 105' LT
Westbound Olive Boulevard	B (11.0)	A (4.8)	A (8.3)
Northbound Mary Meadows Lane	D (51.2)	D (44.3)	D (51.3)
Southbound Schulte Road	E (71.8) 335' LT	D (46.3) 190' LT	D (53.8) 225' LT
Overall Intersection	B (19.2)	B (10.3)	B (15.6)
<i>Olive Boulevard and Dautel Lane/Graeser Road – Signalized</i>			
Eastbound Olive Boulevard	A (6.2)	B (15.3)	B (11.4)
Westbound Olive Boulevard	B (15.0)	B (15.9)	C (29.1)
Northbound Dautel Lane	C (32.3)	D (36.6)	D (41.6)
Southbound Graeser Road	D (49.9)	D (42.6)	D (50.4)
Overall Intersection	B (13.1)	B (17.9)	C (23.6)
<i>Oak Lake Court and Schulte Road – Side-Street Stop</i>			
Eastbound Oak Lake Court	A (9.9)	A (9.6)	B (10.2)
Northbound Left-Turn Schulte Road	A (7.7)	A (7.7)	A (7.8)
<i>Schulte Road at Mobil/Shell Driveway – Side-Street Stop</i>			
Eastbound Mobil Driveway	B (10.4)	B (10.2)	B (10.3)
Westbound Shell Driveway	B (11.5)	B (11.6)	B (13.0)
Northbound Schulte Road	A (7.7)	A (7.7)	A (7.8)
Southbound Schulte Road	A (7.4)	A (7.6)	A (7.8)
<i>Olive Boulevard at Mobil West Driveway – Side-Street Stop</i>			
Eastbound Left-Turn Olive Boulevard	B (14.2)	B (13.3)	C (17.3)
Southbound Mobil Driveway	C (23.9)	F (77.7)	F (104.8)
<i>Olive Boulevard at Mobil East Driveway – Side-Street Stop</i>			
Eastbound Left-Turn Olive Boulevard	B (14.2)	C (15.5)	C (16.7)
Southbound Mobil Driveway	E (36.7)	F (78.0)	F (115.0)

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

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Queue Observations

The eastbound queues along Olive Boulevard from the traffic signal at Schulte Road and southbound queues along Schulte Road from the Olive Boulevard signal were observed during the AM, Midday and PM peak hours. Queue observations were made to verify the Synchro estimated queues and determine potential blockages of the proposed access points.

The location of the existing Mobil East driveway allows approximately two vehicles to stack on Olive Boulevard eastbound (approximately 65 feet) before it is blocked, while the Mobile West Driveway allows approximately 5 or 6 vehicles to stack (approximately 185 feet) before it is blocked. The proposed full access further to the west on Olive Boulevard will allow 10 or 11 vehicles to stack (approximately 265 feet) before it will be blocked.

Based on the field observations during the AM, Midday and PM peak hours, there is a heavy, steady flow of traffic on Olive Boulevard during the AM and PM peak hours, with moderate to heavy traffic during the Midday peak hour. The eastbound queues on Olive Boulevard at Schulte Road/Mary Meadows Lane are routinely long during the AM, Midday and PM peak hours.

AM peak observations indicate that the eastbound left-turn queue along Olive Boulevard from Schulte Road had a maximum length of 3, 6, and 5 vehicles during the AM, Midday, and PM peak hours, respectively. Observations indicate that the eastbound left-turn queues all cleared each time the cycle changed to green during the AM, Midday and PM peak hours. Observations also indicated that the eastbound left-turn queues blocked the existing driveways several times during the peak hours. However, since the proposed relocated access will allow for more storage in the eastbound left-turn lane, the proposed driveway location should not be blocked during any of the peak hours.

The existing Mobil gas station driveway on Schulte Road allows approximately 3 vehicles to stack (approximately 75 feet) before it is blocked. The proposed three-quarter access (no left-turn in) on Schulte Road would allow approximately 4 vehicles to stack (approximately 100 feet) before will be blocked.

Observations indicate that the southbound left-turn queue along Schulte Road from Olive Boulevard had a maximum queue of 11, 7 and 10 vehicles during the AM, Midday, and PM peak hours, respectively, while average queues were 8, 6 and 7 vehicles, respectively. Observations further indicate that the southbound left-turn queues cleared a vast majority of the time each cycle during the AM, Midday and PM peak hours. Peak hour observations indicate that the southbound left-turn queues blocked the existing Mobil and Shell driveways several times during the peak hours and local drivers tend to spill back into the northbound left-turn lane marked for Oak Lake Court in order to leave the right-turn lane clear.

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Delay Observations at Olive Boulevard and Woodshire Lane/Renee Lane

CBB also recorded the actual delays experienced by vehicles attempting to turn from Woodshire Lane and Renee Lane onto Olive Boulevard during the AM, Midday and PM peak hours to verify the accuracy of the average delays reported in the analyses. Based on the total volume on the side streets and the total measured delay for each vehicle, the average delays observed for the southbound approach of Woodshire Lane and northbound Renee Lane are summarized in **Table 3**. These average delays included both left and right-turning vehicles which share each exit lane.

Table 3: Observed Delays – Existing Conditions

Intersection/Approach	AM Peak Hour	Midday Peak Hour	PM Peak Hour
<i>Olive Boulevard and Woodshire Lane/Renee Lane – Side-Street Stop</i>			
Northbound Renee Lane	21.6 sec	25.2 sec	36.2 sec
Southbound Woodshire Lane	28.3 sec	40.7 sec	24.6 sec

Average Vehicular delay in seconds per vehicle

It should be noted that some vehicles experienced more delay than the average listed in Table 3, and some vehicles experienced less. The maximum delays for southbound Woodshire Lane were observed to be 80 seconds, 110 seconds and 65 seconds during the AM, Midday and PM peak hour, respectively, while the minimum delays observed were approximately 5 seconds during each peak hour. The maximum delays for northbound Renee Lane were observed to be 67 seconds, 67 seconds and 174 seconds during the AM, Midday and PM peak hour, respectively, while the minimum delays observed were approximately 4 seconds during the AM and PM peak hours, and 2 seconds during the Midday peak hour.

Overall, the delays estimated by the computer analysis software were reasonably accurate (some lower and some higher) when compared to actual delays observed in the field. It should also be noted that the southbound volume on Woodshire Lane was very low (less than 10 vph), and the northbound volume on Renee Lane was also low (5 vph to 19 vph) which is a small sample size and may create quite a lot of volatility on those delays experienced by each approach from day to day.

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Proposed Redevelopment

The proposed redevelopment would rebuild the existing Mobil gas station to provide twenty vehicle fueling positions, an expanded convenience store, and a new car wash. It is our understanding that three-single family home structures along Olive Boulevard and three single-family residences along Oak Lake Court would be razed to make way for the new gas station.

Proposed Access

Access to the site is proposed via one full access curb cut on Olive Boulevard approximately 345 feet west of Schulte Road and one right-out-only curb cut approximately 290 feet to the west of the proposed full access driveway. This access arrangement remains similar to the previous redevelopment proposed on the site. It is our understanding that MoDOT traffic and permits staff was agreeable to these access locations for the previous project. It is acknowledged that the proposed full access driveway is slightly closer to Schulte than MoDOT's desired corner clearance distance per their Access Management Guidelines, but the proposed development significantly improves access management along Olive by reducing the five existing full-access curb cuts to two curb cuts: one full access and one right-out-only.

Access is also proposed on Schulte Road in the form of a three-quarter access driveway (no left-turn in) that would be located opposite the existing Shell gas station driveway. It is our understanding that the SLCDOT has insisted on the no left-turn-in restriction due to the southbound queues from the signal at Olive Boulevard even though a similar, yet worse access management is currently in place for the existing Mobil Station.

Driveway Sight Distance

Adequate sight distance is necessary at intersections to allow drivers to perceive potentially conflicting vehicles or other road users and allow those motorists sufficient time to adjust their speed to avoid a collision or make a choice of when to cross or enter the mainline traffic flow. All drivers approaching or stopped at an intersection should have an unobstructed view of the entire intersection so that potential collisions can be avoided.

MoDOT's Engineering Policy Guide (EPG) Section 233.2.1 Intersection sight distance, was referenced to determine the minimum sight distance needs at the site driveway. The MoDOT method incorporates the method from A Policy on Geometric Design of Highways and Streets published by the American Association of State Highway and Transportation Officials (AASHTO), commonly referred to as the "Green Book", which uses the design speed of the major road and the required gap time from a minor road to enter or cross the major road to define the minimum safe distance for entrance visibility. The minimum intersection sight distance according to the MoDOT EPG on a 35 mph roadway is **390 feet**. The minimum stopping sight distance along a 35 mph roadway is **200 feet**.

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The sight distance available at the proposed full access driveway was not measured, but field observations verified ample visibility in excess of the minimums. The site engineer should verify the sight distance all proposed driveways on the site plan with respect to all site improvements. Careful consideration should always be given to sight distance obstructions when planning any aesthetics enhancements, such as berms, fencing, signs and landscaping, to ensure that these improvements do not obstruct the view of entering and exiting traffic at the site intersections with the public roads. It is generally recommended that all improvements higher than 3.0 feet above the elevation of the nearest pavement edge be held back at least 20 feet from the traveled roadway.

Trip Generation

In order to estimate the trip generation of the improved gas station, convenience store and car wash, several methods were considered. The first method compared several gas station land use codes as identified by ITE. The second comparison considered the local data from the existing location at Schulte and transactional data from another facility within the area, which is similar to the proposed.

Trip Generation – ITE Data

Traffic forecasts were estimated by using information provided in the “Trip Generation Manual”, Ninth Edition, published by the Institute of Transportation Engineers (ITE). This manual, which is a standard resource for transportation engineers, is based on a compilation of nationwide studies documenting the traffic characteristics of various land uses.

Based on the preliminary site plan provided, the proposed development consists of twenty vehicle fueling positions, a convenience store, and a car wash. Trip generation was reviewed for land uses similar to those shown on the site plan to provide an average number of trips during each peak hour.

Based upon the recommended procedure for estimating trip generation outlined in the “Trip Generation Handbook, A Recommended Practice”, published by ITE (March 2001), the average trip rate was utilized for:

- Land Use 944 – Gasoline/Service Station
- Land Use 945 – Gasoline/Service Station with Convenience Market
- Land Use 946 – Gasoline/Service Station with Convenience Market and Car Wash

As shown in **Table 4**, the forecasted average number of trips for a 20 vehicle fueling position gas station is expected to be 230 total trips during the AM peak hour, 310 total trips during the Midday peak hour, and 280 total trips during the PM peak hour.

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Table 4: ITE Trip Generation Estimate – Mobil Gas Station Rebuild

<i>Land Use</i>	<i>Vehicle Fueling Positions</i>	<i>AM Peak Hour</i>			<i>Midday Peak Hour</i>			<i>PM Peak Hour</i>		
		<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Gasoline/Service Station (Land Use 944)	20	125	120	245	185	185	370	140	140	280
Gasoline/Service Station with Convenience Market (Land Use 945)	20	105	105	210	135	135	270	135	135	270
Gasoline/Service Station with Convenience Market and Car Wash (Land Use 946)	20	120	120	240	145	145	290	140	140	280
Average Number of Trips		115	115	230	155	155	310	140	140	280

Trip Generation – Local Data

Based on CBB's driveway counts, the current gas station generates 80 total trips during the AM peak hour, 120 total trips during the Midday peak hour and 100 trips during the PM peak hour with 8 vehicle fueling positions. As noted above, the proposed Mobil gas station will provide twenty vehicle fueling positions. In order to estimate the forecasted trips for the new store, the trips to the current store were increased based on the percentage increase in the number of vehicle fueling positions. **Table 5** summarizes the trips counted at the existing Mobil and the projected trips based on the increase in the number of pumps.

Table 5: Local Trip Generation Estimate – Based on Current Trips and Fueling Positions

<i>Land Use</i>	<i>No. of Vehicle Fueling Positions</i>	<i>AM Peak Hour</i>			<i>Midday Peak Hour</i>			<i>PM Peak Hour</i>		
		<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Existing Mobil Station	8	45	35	80	65	55	120	50	50	100
Proposed Mobil Station Estimate	20	115	85	200	165	135	300	125	125	250

CBB was provided customer transaction counts (gross receipts) for a similar Mobil gas station further east on Olive Boulevard in Olivette, Missouri. This location was also recently rebuilt to provide the improved convenience store, car wash and sixteen vehicle fueling positions. Based on the transaction counts, a trip generation estimate was made based on the higher number of vehicle fueling positions at the proposed Schulte Store. **Table 6** summarizes the trip estimated based on the similar facility records.

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Table 6: Estimated Trips for Proposed Mobil Gas Station Rebuild based on Transaction Data

<i>Land Use</i>	<i>No. of Vehicle Fueling Positions</i>	<i>AM Peak Hour</i>			<i>Midday Peak Hour</i>			<i>PM Peak Hour</i>		
		<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Similar Mobil Station (Transaction Data)	16	80	80	160	125	125	250	95	95	190
Proposed Mobil Station Estimate	20	100	100	200	155	155	310	120	120	240

When comparing all the different methods above, trips are expected to be in the same order of magnitude. However, the trip estimate for the Mobil gas station based on transaction data is expected to be the most accurate trip forecast since it is based on local data for this exact use. Therefore, the trips estimated by the transactional data (Table 6) were used in this study.

It should be reiterated that the existing Mobil station already generates trips on the roadway system. Therefore, the existing trips were negated from the trip estimate resulting in a net increase in trips, as shown in **Table 7**.

Furthermore, not all of the added site trips would represent *new* traffic on the adjacent roadways. A significant portion of the traffic attracted to this site would already be traveling on Olive Boulevard or Shulte Road as part of another trip (i.e., “pass-by” trips). These trips would represent patrons attracted to the gas station on their way to or from home, work, or another destination as a “convenience stop”. Based upon statistical information provided in the *Trip Generation Handbook, A Recommended Practice* it was assumed that 62% of the development’s traffic would be pass-by in nature during the AM peak hour, and 56% of the development’s traffic would be pass-by during the PM peak hour. ITE does not provide a pass-by percentage for the Midday peak hour so the pass-by percentage from the PM peak hour was also used during the Midday peak hour. As seen in Table 7, the proposed gas station would generate 50 *new* trips during the AM peak hour, 80 *new* trips during the Midday peak hour, 60 *new* trips during the PM peak hour.

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Table 7: Increase in Trips for Proposed Mobil Gas Station Rebuild

	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Estimated Trips to Improved Mobil Site	100	100	200	155	155	310	120	120	240
Trips to Existing Mobil Site	(45)	(35)	(80)	(65)	(55)	(120)	(50)	(50)	(100)
Net Increase in Trips	55	65	120	90	100	190	70	70	140
Pass-By Trips	35	35	70	55	55	110	40	40	80
New Trips	20	30	50	35	45	80	30	30	60

Trip Distribution

The traffic generated by the redevelopment was assigned to the adjoining roadway system based on existing traffic patterns. The directional distribution of the existing trips was assumed to remain constant for the increase in trips during the AM, Midday and PM peak hours. The pass-by trips were assigned to Olive Boulevard based on the existing traffic patterns.

Exhibit 3 illustrates the net increase of trips for the proposed Mobil station rebuild at the study intersections. As would be expected, the biggest impact of the development is at the proposed driveways. Added turns at the main Olive Boulevard driveway are expected range from 96 to 160 trips. These trips equate to approximately one and a half vehicle per minute to about 3 trips per minute on average during the peak hours.

The impacts of the proposed Mobil redevelopment are expected to be diminished outside of the direct vicinity of the site due to the high number of pass-by trips associated with the use. As seen in Exhibit 3, the added trips outside of the vicinity of the Mobil driveways are expected to be less than 30 vph during the AM and PM peak hours and 40 vph or less during the Midday peak hour.

The added trips at the intersection of Olive Boulevard and Schulte Road is expected to be 18 vph, 33 vph, and 26 vph during the AM, Midday, and PM peak hours, respectively. These trips equate to approximately one vehicle per two minutes on average during the Midday and PM peak hours or one vehicle every three minutes on average during the AM peak hour.

As can be seen, the increase in the southbound left-turn from Schulte Road to Olive Boulevard is expected to be less than 10 vph during the AM, Midday and PM peak hours. The site trips represent less than one additional vehicle each six minutes on average.

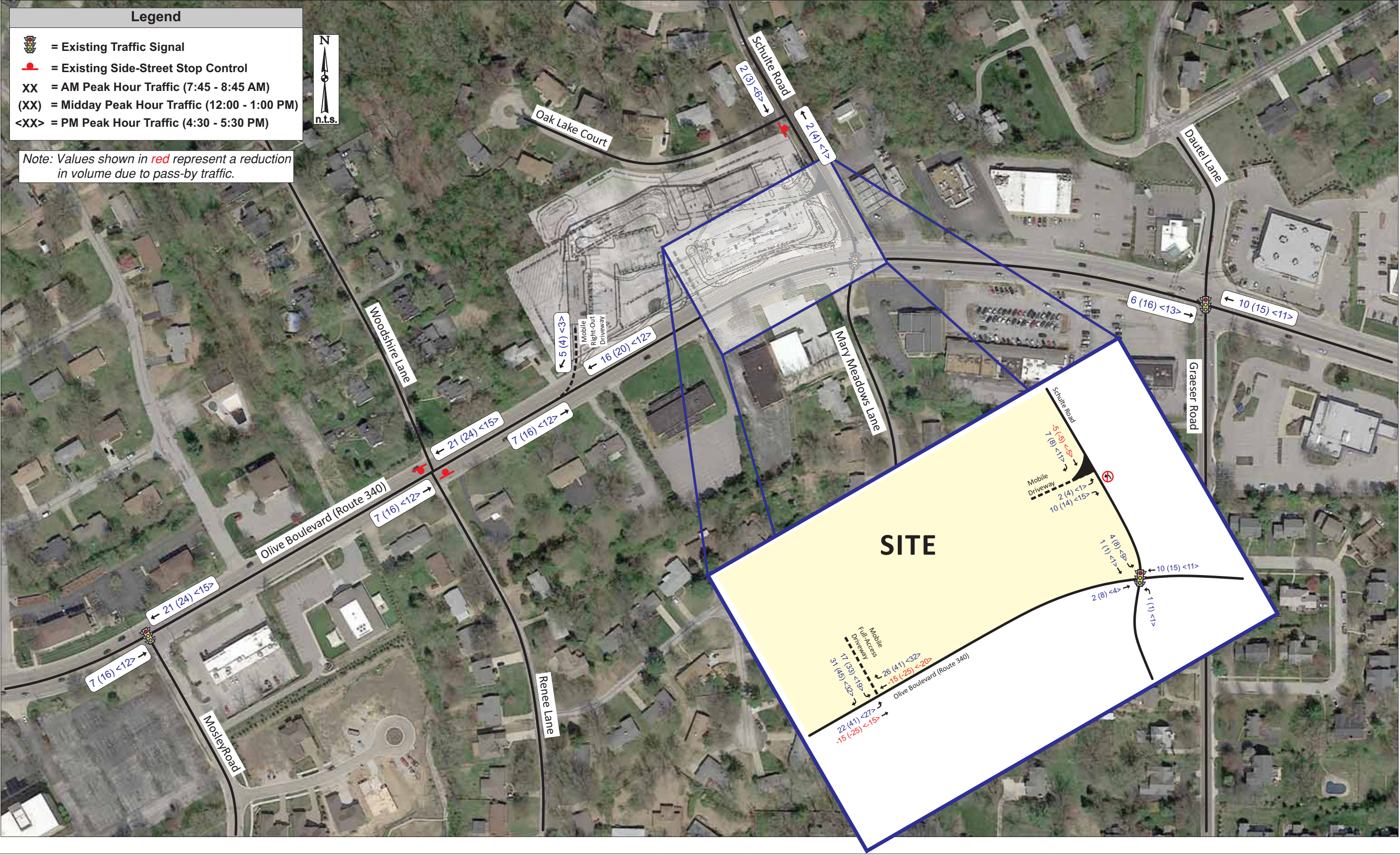


Exhibit 3: Net Increase of Site-Generated Traffic Volumes

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2016 Build Conditions

2016 Build Traffic Volumes

The traffic generated by the proposed Mobil gas station rebuild (Exhibit 3) was aggregated with the Base Traffic Volumes (Exhibit 2) to reflect the Forecasted Traffic Volumes. **Exhibit 4** reflects the 2016 Build Traffic Volumes.

Right-Turn Lane Warrants

The MoDOT figure, *Right Turn Lane Warrant for a Four-Lane Roadway*, was utilized to address traffic volumes at the intersection of Olive Boulevard with the proposed full access driveway for the proposed Mobil redevelopment. **Figure 2** illustrates the 2016 Build Traffic Volumes plotted on the MoDOT figure for evaluation of a westbound right-turn lane. Based on the minimal number of right-turns needed to satisfy the criteria in conjunction with the heavy traffic volumes along Olive Boulevard, a separate westbound right-turn lane is warranted. Based on the posted speed limit of 35 mph, a 90-foot storage length with taper is required to meet MoDOT's deceleration minimum.

However, it should be noted that the addition of a separate westbound right-turn lane on Olive Boulevard at the proposed main access would have minimal impacts to operating conditions. It should also be noted that a Metro Bus stop is located near Schulte Road and overhead utilities are located in this area. Furthermore, the Olive Boulevard corridor does not have separate right-turn lanes at unsignalized intersections that do not feed into additional through lanes to right-turn lanes at signals; Therefore, a separate westbound right-turn lane is not recommended at this location.

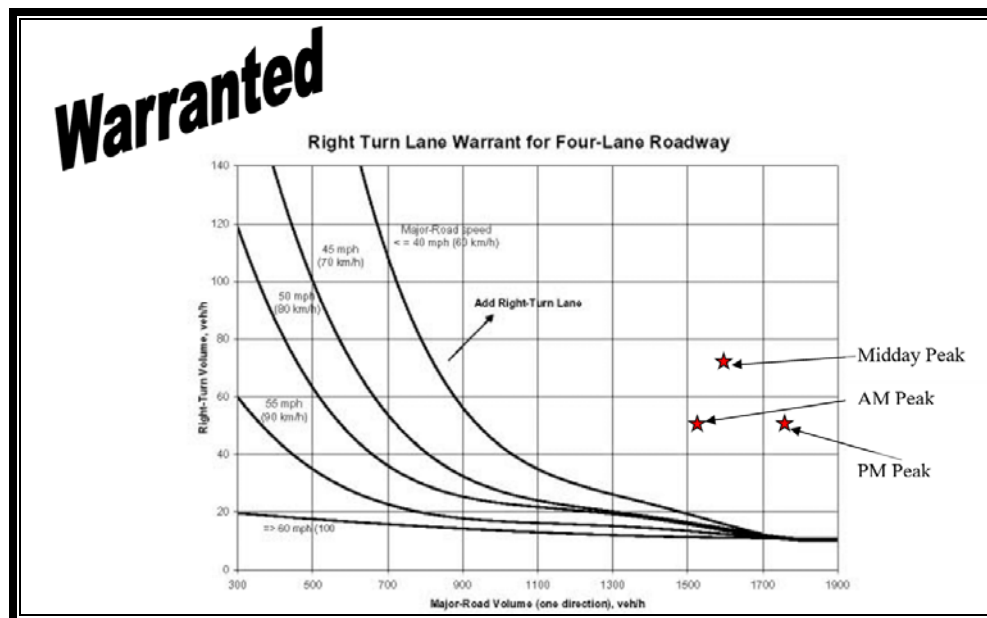


Figure 2: Right-Turn Lane Warrants (MoDOT)

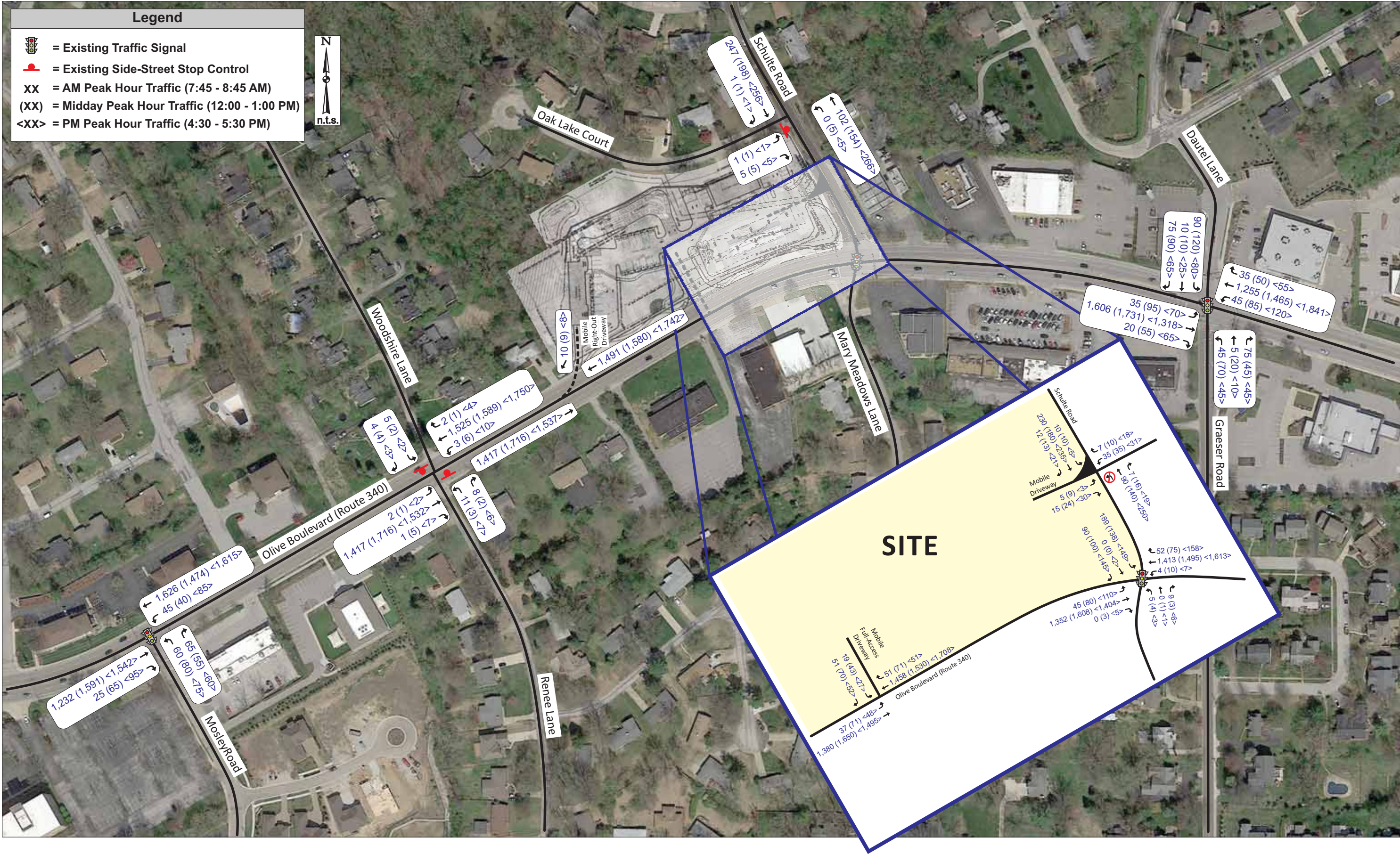


Exhibit 4: 2016 Build Traffic Volumes

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2016 Build Operating Conditions

The 2016 Build Traffic Volumes were reanalyzed using the same methodology applied to the baseline conditions in an effort to identify any impacts of the proposed development. **Table 8** summarizes the levels of service and average delays at the study intersections during both peak hours with the 2016 Build Traffic Volumes.

As can be seen in **Table 8**, the overall intersection operations are expected to remain at similar levels as the base conditions during the weekday AM, Midday and PM peak hours. This analysis assumes no changes in the signal timing at Olive Boulevard and Schulte Road which gives preference to the east-west movements on Olive Boulevard. In fact, the overall change in delay is less than one second during all three peak hours at the Schulte signal. The southbound approach is expected to have minimal increases with 5.2 seconds during the AM peak hour, 4.9 seconds during the Midday peak hour and 1.9 seconds during the PM peak hour. The southbound levels of service would remain poor, again primarily due to the long cycle lengths.

The forecasted build v/c ratios for the southbound approach of Schulte Road remain less than 1.0 during the peak hours. The southbound v/c ratio is forecasted to be 0.95 during the AM peak hour, 0.80 during the Midday peak hour and 0.84 during the PM peak hour. In this case, the cycle length dictates the poor level of service during the AM peak hour and drives the poor movement levels in the PM peak hour. The northbound and southbound approaches have minimal green times to maximize green available to the heavy eastbound and westbound through movements on Olive Boulevard.

As previously noted, the increase in the southbound left-turns from Schulte Road to Olive Boulevard is expected to be less than 10 vph during all peaks, which represents less than one additional vehicle every six minutes on average.

The right-out-only Mobil driveway on Olive Boulevard and the three-quarter access drive on Schulte Road are expected to operate at acceptable levels of service during all three peak hours. It should be noted that the evaluations cannot effectively address the impact of the southbound queue along Schulte Road that would block the three-quarter access drive at times during the peak hours. Any queueing created by blockages would occur on the site. It was noted that the southbound left-turn delays at the unsignalized intersection are generally less than those forecasted for the southbound left-turn from Schulte Road at Olive Boulevard.

The main full access driveway on Olive Boulevard is expected to operate at acceptable levels, except for the southbound left-turn exiting movement during the peak hours. It is acknowledged that the through volumes on Olive Boulevard are heavy during the peak hours, which limits the availability of gaps at the proposed Olive Boulevard access drive during the peak hours. However, the presence of a center-left-turn lane along Olive Boulevard does allow for a motorist to complete their turn in two stages as opposed to waiting for a simultaneous gap in both directions of traffic flow, which is a common practice along the Olive Boulevard

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Corridor and throughout the greater St. Louis Metropolitan area and therefore was assumed in these analyses.

Table 8: Traffic Operating Conditions – Build Traffic Volumes

Intersection/Approach	AM Peak Hour	Midday Peak Hour	PM Peak Hour
<i>Olive Boulevard and Mosley Road – Signalized</i>			
Eastbound Olive Boulevard	A (2.4)	A (5.3)	A (5.9)
Westbound Olive Boulevard	B (11.7)	A (9.5)	B (10.8)
Northbound Mosley Road	D (43.9)	D (43.3)	D (48.5)
Overall Intersection	A (9.2)	A (8.8)	A (10.0)
<i>Olive Boulevard and Woodshire Lane/Renee Lane – Side-Street Stop</i>			
Eastbound Left-Turn Olive Boulevard	B (14.4)	C (15.0)	C (16.8)
Westbound Left-Turn Olive Boulevard	B (13.5)	C (16.6)	B (14.8)
Northbound Renee Lane	D (33.0)	E (43.9)	E (36.3)
Southbound Woodshire Lane	D (34.2)	D (28.9)	D (37.3)
<i>Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized</i>			
Eastbound Olive Boulevard	B (17.0) 20' LT	B (10.8) 30' LT	B (17.2) 110' LT
Westbound Olive Boulevard	B (11.2)	A (5.1)	A (8.8)
Northbound Mary Meadows Lane	D (51.3)	D (44.3)	D (51.2)
Southbound Schulte Road	E (77.0) 345' LT	D (51.2) 210' LT	E (55.7) 250' LT
Overall Intersection	B (19.7)	B (11.1)	B (16.3)
<i>Olive Boulevard and Dautel Lane/Graeser Road – Signalized</i>			
Eastbound Olive Boulevard	A (6.4)	B (15.7)	B (11.4)
Westbound Olive Boulevard	B (15.1)	B (16.0)	C (29.4)
Northbound Dautel Lane	C (32.3)	D (36.6)	D (41.6)
Southbound Graeser Road	D (49.9)	D (42.6)	D (50.4)
Overall Intersection	B (13.2)	B (18.1)	C (23.7)
<i>Oak Lake Court and Schulte Road – Side-Street Stop</i>			
Eastbound Oak Lake Court	A (9.9)	A (9.7)	B (10.3)
Northbound Left-Turn Schulte Road	A (7.7)	A (7.7)	A (7.8)
<i>Schulte Road at Mobil/Shell Driveway – Side-Street Stop</i>			
Eastbound Mobil Driveway	B (10.2)	B (10.1)	B (10.3)
Westbound Shell Driveway	B (11.5)	B (11.6)	B (13.2)
Southbound Schulte Road	A (7.4)	A (7.6)	A (7.8)
<i>Olive Boulevard at Mobil Right-Out Only Driveway – Side-Street Stop</i>			
Southbound Mobil Driveway	C (16.5)	C (17.4)	C (19.2)
<i>Olive Boulevard at Mobil Full Access Driveway – Side-Street Stop</i>			
Eastbound Left-Turn Olive Boulevard	C (15.3)	C (17.8)	C (19.2)
Southbound Mobil Left-Turn	E (48.0)	F (93.8)	F (81.0)
Southbound Mobil Right-Turn	C (18.7)	C (21.4)	C (22.8)
Southbound Mobil Driveway Approach	D (26.7)	E (49.0)	E (42.7)

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

The impacts of the new Mobil are also diminished outside of the direct access points to Olive Boulevard. As can be seen, minimal increases are expected at the signalized intersections with Olive Boulevard with Schulte Road, Mosely Road and Greaser/Dautel Lane. The analysis software estimates an increase of less than one second of delay for the northbound approach

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of Renee Lane and less than one second of delay increase for the southbound approach of Woodshire Lane during each of the peak hours.

Alternatives Analysis

Several alternatives were evaluated to identify the impacts of each potential improvement. **Tables 9-11** summarize the build conditions with various alternative modifications.

Signal Timing Adjustments

The green time was increased for Schulte Road/Mary Meadows Lane to obtain similar levels of service as the existing conditions. An additional two seconds of green time during the AM peak, four seconds during the Midday peak and 2 seconds during the PM peak could be reallocated from the mainline to the north-south approaches to reach comparable levels to the existing conditions. As can be seen, the minimal change in signal timing would not result in major impacts to the mainline Olive Boulevard traffic conditions. **Table 12** illustrates the impacts to progression along the Olive Boulevard corridor. As can be seen in Table 12, the impacts to east-west progression are also minimal.

Add Flashing Yellow Arrow

During the traffic scoping meeting, Flashing Yellow Arrows (FYA) for the northbound and southbound approaches were discussed to improve safety at the intersection. Therefore, an analysis scenario was generated to show the operational impacts of switching to northbound and southbound FYA.

Based on the analysis, the FYA would provide negligible changes in operating conditions for the southbound approach, but the safety at the intersection may be improved substantially. The www.CMFClearinghouse.org was consulted in order to attempt to quantify the safety implications of installing a FYA. Based on countermeasure “Changing from permissive only to FYA- Permissive only (CMF ID: 7698)” in the CFM Clearinghouse, various Crash Reduction Factors (CRF) could be applied to various crash types as summarized below.

- CRF of 10.8% (decrease) to all crash types and all severities;
- CRF of 31.1% (decrease) to all crash types; Fatal, serious injury and minor injuries;
- CRF of 50.2% (decrease) to Left-turn crash types; all severities; and
- CRF of 65.1% (decrease) to Left-turn crash types and Fatal, serious injury and minor injury severities.

Although a crash analysis was not identified as a specific part of this study scope, the CMF's listed above would appear to have the potential to significantly improve safety (decrease the number of crashes) for the southbound left-turns.

Provide a Southbound Right-Turn Lane

During the traffic scoping meeting, it was specifically requested that one analysis scenario consider a separate southbound left-turn lane, through lane and right-turn lane. Therefore, an analysis scenario was generated to show the operational impacts of providing a separated southbound right-turn lane.

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Based on the analysis, the addition of a southbound right-turn lane on Schulte Road would provide no improvement in operations when compared to the current condition. The minimal southbound through volumes (3 to 5 vph) have a low potential to block the southbound right-turns; therefore, the through/right-turn lane acts as a *defacto* right-turn lane in the existing condition. In addition, the westbound through volumes along Olive Boulevard are very heavy during the peak hours making it more difficult to find an adequate gap in westbound traffic to complete the right turn movement versus reaching the southbound stop bar due to other conflicting southbound through vehicles. Since there appears to be no benefit to provide a separate right-turn lane, it is not recommended.

Provide Dual Southbound Left-Turn Lanes and Split-Phase North-South

Previous studies of this intersection recommended split phasing and/or a horizontal and vertical realignment of Schulte Road and/or Mary Meadow Lane to decrease the offset and skew of the north-south approaches as well as the northbound sight distance obstruction created by the cresting of the profile grades. In order to realign the intersection, multiple property owners would be impacted. Previous plans, by others, to redevelopment the southwest quadrant of the intersection did not materialize. Consequently, the subject development has reserved ground in the northeast quadrant of the intersection so that realignment can occur in the future.

CBB also considered an alternative analysis where the intersection is re-aligned with dual southbound left-turn lanes (one southbound left-turn and one southbound shared left-turn/though lane) and a separate southbound right-turn lane. This would also require split-phasing the north-south approaches.

In order to maximize the amount of green time provided to the mainline, the northbound approach (Mary Meadows Lane) was given the minimum amount of split time (13.1 seconds), while the southbound approach was only provided enough split time to obtain similar levels of service as the existing conditions. The southbound green time was assumed to 17.9, 16.9, 17.9 seconds during the AM, Midday and PM peak hours, for a total north-south green time of 31, 30, and 31 seconds. The overall north-south green time would be slightly more with the split-phase when comparable to the 2016 Build conditions with modified signal timings.

Table 12 illustrates the impacts to progression along the Olive Boulevard corridor. As can be seen, the split-phase condition would have a negative impact on progression when compared to the existing conditions, except for the eastbound link between Mosley Road and Schulte Road during the Midday as well as the westbound link between Schulte Road and Mosley Road during the Midday peak hour. However, the link changes would have no effect on the corridor green bands, shown in Table 12.

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The biggest benefit of the dual left-turn alternative is the reduction in length of the southbound queues by approximately 40% during the AM peak hour, approximately 36% during the Midday peak hour and approximately 38% during the PM peak hour when compared to the single left-turn lane with modified signal timing. Even with the dual southbound left-turn scenario, the 95th percentile queues would still block the proposed relocated access to Schulte Road during all three peak hours.

It should also be noted that the while a split-phase scenario for the northbound and southbound approaches improves the southbound queueing, the 13.1 to 17.9 seconds assumed for those approaches would not provide adequate pedestrian accommodations (during every signal cycle) across Olive Boulevard. As a result, when the push button is activated it would give ample crossing time to accommodate pedestrians but the signal would become out-of-step for several cycles.

Pedestrian Issues

MoDOT requested that pedestrian accommodations (pedestrian push buttons and indications with marked crosswalks) be installed across Olive Boulevard. CBB recommends that the pedestrian accommodations be located on the west side of the intersection only. CBB believes that it is better and safer to have the pedestrians crossing the west leg, since it is closer to the MetroBus stop and the pedestrian phase would run with the heavier traffic flow so it would cause less disruptions. If the crosswalks were provided on the east side of the intersection the pedestrians would be crossing paths with the heavy southbound left-turn vehicles and would potential be less safe than crossing on the west side because there is lower northbound left-turn volume verses the southbound left-turn.

Table 9: Build Operating Conditions with Alternative Improvement Scenarios – AM Peak Hour

Intersection/Approach	<i>Original Timing [28 sec n-s]</i>	<i>with Timing Adjustments [30 Sec n-s]</i>	<i>Add Flashing Yellow Arrow NB & SB [28 Sec n-s]</i>	<i>Separate SB Right-Turn Lane [28 Sec n-s]</i>	<i>With Dual Left and Split- Phase ¹ [31 Sec n-s]</i>
<i>Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized</i>					
Eastbound Olive Boulevard	B (17.0) 20' LT	B (18.0) 20' LT	B (17.0) 20' LT	B (17.0) 20' LT	B (13.7) 20' LT
Westbound Olive Boulevard	B (11.2)	B (11.1)	B (11.2)	B (11.2)	A (7.4)
Northbound Mary Meadows Ln.	D (51.3)	D (49.5)	D (51.2)	D (51.2)	E (69.0)
Southbound Schulte Road	E (77.0) 345' LT	E (69.4) 325' LT	E (77.3) 345' LT	E (77.0) 345' LT	E (69.0) 190' LT
Overall Intersection	B (19.7)	B (19.5)	B (19.8)	B (19.7)	B (15.9)

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

¹ Dual Southbound Lefts and Split Phase (13.1 sec +17.9 sec)

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Table 10: Build Operating Conditions with Alternative Improvement Scenarios – Midday Peak Hour

Intersection/Approach	Original Timing [24 sec n-s]	Timing Adjustments [26 Sec n-s]	Add Flashing Yellow Arrow NB & SB [24 Sec n-s]	Separate SB Right-Turn Lane [24 Sec n-s]	With Dual Left and Split-Phase ¹ [30 Sec n-s]
Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized					
Eastbound Olive Boulevard	B (10.8) 30' LT	B (10.1) 40' LT	B (10.8) 30' LT	B (10.8) 30' LT	A (7.7) 40' LT
Westbound Olive Boulevard	A (5.1)	A (6.6)	A (5.1)	A (5.1)	A (6.6)
Northbound Mary Meadows Ln.	D (44.3)	D (41.9)	D (44.3)	D (44.3)	E (55.4)
Southbound Schulte Road	D (51.2) 210' LT	D (46.3) 180' LT	D (51.2) 210' LT	D (51.2) 210' LT	D (44.9) 115' LT
Overall Intersection	B (11.1)	B (11.0)	B (11.1)	B (11.1)	A (9.8)

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

¹ Dual Southbound Lefts and Split Phase (13.1 sec +16.9 sec)

Table 11: Build Operating Conditions with Alternative Improvement Scenarios – PM Peak Hour

Intersection/Approach	Original Timing [28 sec n-s]	Timing Adjustments [30 Sec n-s]	Add Flashing Yellow Arrow NB & SB [28 Sec n-s]	Separate SB Right-Turn Lane [28 Sec n-s]	With Dual Left and Split-Phase ¹ [31 Sec n-s]
Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized					
Eastbound Olive Boulevard	B (17.2) 110' LT	B (16.3) 110' LT	B (17.3) 110' LT	B (17.2) 110' LT	B (13.4) 110' LT
Westbound Olive Boulevard	A (8.8)	B (10.5)	A (8.8)	A (8.8)	A (9.5)
Northbound Mary Meadows Ln.	D (51.2)	D (49.8)	D (51.2)	D (51.1)	E (67.3)
Southbound Schulte Road	E (55.7) 250' LT	D (53.3) 225' LT	E (55.7) 250' LT	E (55.7) 250' LT	D (53.2) 140' LT
Overall Intersection	B (16.3)	B (16.6)	B (16.4)	B (16.3)	B (14.9)

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

¹ Dual Southbound Lefts and Split Phase (13.1 sec +17.9 sec)

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Table 12: Progression Analysis – 70th Percentile Link Bands

<i>70th Percentile Link Green Bands</i>	<i>Weekday AM Peak Hour</i>			<i>Weekday Midday Peak Hour</i>			<i>Weekday PM Peak Hour</i>		
	<i>Existing</i>	<i>Timing Adjustment</i>	<i>Dual LT/Split-Phase</i>	<i>Existing</i>	<i>Timing Adjustment</i>	<i>Dual LT/Split-Phase</i>	<i>Existing</i>	<i>Timing Adjustment</i>	<i>Dual LT/Split-Phase</i>
Eastbound									
Mosley Road to Schulte Road link	81 sec	79 sec	78 sec	77 sec	78 sec	89 sec	83 sec	83 sec	83 sec
Schulte to Dautel Lane Link	97 sec	97 sec	97 sec	78 sec	78 sec	78 sec	101 sec	99 sec	98 sec
Eastbound Arterial Green Band (Craig Road to Spoede Road)	70 sec	70 sec	70 sec	47 sec	47 sec	47 sec	71 sec	71 sec	71 sec
Westbound									
Dautel Lane to Schulte Road Link	98 sec	97 sec	96 sec	73 sec	70 sec	68 sec	88 sec	86 sec	85 sec
Schulte Road to Mosley Road Link	82 sec	80 sec	79 sec	63 sec	59 sec	68 sec	73 sec	71 sec	70 sec
Westbound Arterial Green Band (Spoede Road to Craig Road)	60 sec	60 sec	60 sec	50 sec	50 sec	50 sec	55 sec	55 sec	55 sec

20-Year Conditions

Forecasted 20-Year No-Build Conditions (2036)

In order to assess the long-term traffic impacts, 20-year traffic projections were also analyzed. Specifically, traffic growth was assumed at a rate of 0.5% annually for 20 years (or 10.5% overall) along each of the roadways within the study area. The 20-year background growth was applied to the base traffic volumes to compare future traffic conditions assuming that the site remains as it currently stands. Forecasted 20-Year No-Build Volumes (only background growth added) are shown in **Exhibit 5**.

As can be seen, the 20-Year No-Build traffic forecast represents an increase over the base traffic forecast due to the background growth. East-west through traffic volumes along Olive Boulevard are expected to increase by as much as 180 vph during the peak periods due to incremental background growth.

Forecasted 20-Year Build Conditions (2036)

The 20-year No-Build Traffic Volumes (Exhibit 5) were aggregated with the site-generated trips for the new Mobil redevelopment trips (Exhibit 3) to create the 20-Year Build Traffic Volumes shown in **Exhibit 6**. It should be noted that traffic oriented to/from the proposed development was not increased since full build-out of the site was assumed to take place during the opening year. In other words, site-generated traffic volumes would reach their peak during the opening year and therefore would not experience any appreciable growth, which is consistent with standard industry practice. The anticipated operating conditions at the study intersections for the 20-Year No-Build and 20-year Build Traffic conditions are summarized in **Table 13**.

As shown in the LOS Table, all of the study intersections would degrade more in the 2036 No-Build Condition due to the increase in background traffic. As can be seen, the southbound approach of Schulte Road would operate at LOS F during the AM peak hour and LOS E during the PM peak hour. The v/c ratio for the southbound approach will reach 1.02 during the AM peak hour but remain less than 0.85 during the Midday and PM peak hours.

The east-west through lanes reach a volume-to-capacity ratio of 1.00 during the PM peak hour which indicates the east-west lanes would be approaching their capacity, and ultimately, a third lane would be necessary along Olive Boulevard to obtain acceptable levels for the long-term growth conditions. It should be reiterated that the 20-Year design scenarios are included to provide a general idea of future conditions as a planning tool and should not be used to dictate physical improvements required for construction under permit where background traffic growth is the critical element. Due to capacity constraints upstream or downstream, resulting congestion and the build-out of the surrounding area, the future traffic projections may not be realized/feasible unless major capacity improvements are built.



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Table 13: 20-Year Operating Conditions

Intersection/Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	20-Year No Build	20-Year Build <i>Original Timing</i> (28 sec n-s)	20-Year No Build	20-Year Build <i>Original Timing</i> (24 sec n-s)	20-Year No Build	20-Year Build <i>Original Timing</i> (28 sec n-s)
<i>Olive Boulevard and Mosley Road – Signalized</i>						
Eastbound Olive Boulevard	A (2.5)	A (2.5)	A (6.6)	A (6.6)	A (7.2)	A (7.4)
Westbound Olive Boulevard	B (13.1)	B (12.8)	B (10.7)	B (10.8)	B (13.3)	B (13.6)
Northbound Mosley Road	D (44.1)	D (44.1)	D (44.4)	D (44.4)	D (49.2)	D (49.2)
Overall Intersection	A (10.0)	A (9.8)	B (10.0)	B (10.1)	B (11.9)	B (12.0)
<i>Olive Boulevard and Woodshire Lane/Renee Lane – Side-Street Stop</i>						
Eastbound Left-Turn Olive Blvd	C (15.4)	C (15.6)	C (16.5)	C (16.8)	C (18.9)	C (19.0)
Westbound Left-Turn Olive Blvd	B (14.8)	B (14.8)	C (18.5)	C (18.7)	C (16.6)	C (16.7)
Northbound Renee Lane	E (40.8)	E (40.8)	F (55.3)	F (55.3)	E (45.4)	E (46.4)
Southbound Woodshire Lane	E (39.2)	E (39.9)	D (33.9)	D (35.1)	E (46.6)	E (48.1)
<i>Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized</i>						
Eastbound Olive Boulevard	B (18.0) 20' LT	B (17.9) 20' LT	B (13.9) 50' LT	B (14.6) 50' LT	B (17.9) 105' LT	B (18.2) 105' LT
Westbound Olive Boulevard	B (12.5)	B (12.6)	A (8.4)	A (9.0)	C (21.6)	C (24.2)
Northbound Mary Meadows Lane	D (51.2)	D (51.2)	D (44.2)	D (44.3)	D (51.0)	D (51.1)
Southbound Schulte Road	F (83.9) 385' LT	F (90.2) 395' LT	D (50.6) 225' LT	D (54.6) 240' LT	E (58.4) 260' LT	E (61.0) 285' LT
Overall Intersection	C (21.4)	C (22.0)	B (13.9)	B (14.9)	C (23.0)	C (24.7)
<i>Olive Boulevard and Dautel Lane/Graeser Road – Signalized</i>						
Eastbound Olive Boulevard	A (8.1)	A (8.3)	C (25.8)	C (27.4)	B (13.5)	B (13.7)
Westbound Olive Boulevard	B (17.0)	B (17.1)	B (18.7)	B (19.0)	D (40.0)	D (42.1)
Northbound Dautel Lane	C (31.8)	C (31.8)	D (36.2)	D (36.2)	D (41.3)	D (41.3)
Southbound Graeser Road	D (51.6)	D (51.6)	D (42.0)	D (42.0)	D (52.9)	D (52.9)
Overall Intersection	B (15.0)	B (15.1)	C (24.1)	C (25.0)	C (30.4)	C (31.6)
<i>Oak Lake Court and Schulte Road – Side-Street Stop</i>						
Eastbound Oak Lake Court	B (10.1)	B (10.1)	A (9.8)	A (9.8)	B (10.4)	B (10.5)
Northbound Left-Turn Schulte Rd	A (7.7)	A (7.7)	A (7.7)	A (7.7)	A (7.9)	A (7.9)
<i>Schulte Road at Mobil/Shell Driveway – Side-Street Stop</i>						
Eastbound Mobil Driveway	B (10.6)	B (10.4)	B (10.4)	B (10.4)	B (10.5)	B (10.5)
Westbound Shell Driveway	B (12.0)	B (12.1)	B (12.2)	B (12.2)	B (14.1)	B (14.2)
Northbound Schulte Road	A (7.8)	--	A (7.7)	--	A (7.9)	--
Southbound Schulte Road	A (7.5)	A (7.5)	A (7.6)	A (7.6)	A (7.9)	A (7.9)
<i>Olive Boulevard at Mobil West Driveway – Side-Street Stop</i>						
Eastbound Left-Turn Olive Blvd	C (15.7)	--	C (17.7)	--	C (19.9)	--
Southbound Mobil Driveway	C (29.8)	C (18.2)	F (150.1)	C (19.3)	F (>200)	C (21.6)
<i>Olive Boulevard at Mobil East Driveway – Side-Street Stop</i>						
Eastbound Left-Turn Olive Blvd	C (15.7)	C (17.2)	C (16.8)	C (20.8)	C (18.9)	C (22.7)
Southbound Mobil Left-Turn	--	F (61.3)	--	F (141.2)	--	F (118.7)
Southbound Mobil Right-Turn	--	C (21.0)	--	C (24.8)	--	D (26.8)
Southbound Mobil Driveway	F (50.8)	D (31.9)	F (>200)	F (69.1)	F (>200)	F (58.2)

Attachment: Reports and Exhibits Received November 11-27-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

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Under the 2036 Build condition, the overall intersection operations are expected to remain at similar overall levels as the 2036 No-Build with minimal changes in delay during the weekday AM, Midday and PM peak hours. Without signal timing adjustments, the overall delay is expected to increase less than 2 seconds during the AM, Midday or PM peak hour at Schulte Road and Olive Boulevard. The southbound approach is expected to have minimal increases with 6.3 seconds during the AM peak hour, 4 seconds during the Midday peak hour and 2.6 seconds during the PM peak hour. Without signal timing adjustments, the 2036 forecasted build v/c ratios for the southbound approach would remain more than 1.0 during the AM peak hour. The southbound v/c ratio is forecasted to be 0.88 or better during the Midday or PM peak hour. Again, the cycle length dictates and high v/c ratios drive the poor level of service during the AM and PM peak hours. The northbound and southbound approaches have minimal green times to maximize green times to the heavy eastbound and westbound through movements on Olive Boulevard.

As previously noted, the increase in the southbound left-turns from Schulte Road to Olive Boulevard is expected to be less than 10 vph during all peaks. The increase in site trips represent less than one additional vehicle every six minutes on average.

Again, the three Mobil driveways (main access to Olive Boulevard, right-out only to Olive Boulevard and the three-quarter access driveway on Schulte Road) are expected to operate at acceptable levels of service during the peak hours with the exception of the southbound left-turn out of the site during the peak hours. It should also be noted that the southbound left-turn delay exiting the Mobil Driveway was generally less than the southbound left-turn delay on Schulte Road at Olive Boulevard since Schulte vehicles turns must wait for green.

Again, the impacts of the new Mobil are diminished outside of the direct access points to Olive Boulevard. As can be seen, minimal increases are expected at the signalized intersections including Olive Boulevard at Schulte Road. The impacts of the new Mobil are also expected to be minimal at the signalized intersections adjacent to Schulte (Mosely Road and Greaser/Dautel Lane). Furthermore, the analysis software estimates an increase in delay of one second or less for the northbound approach of Renee Lane and less than two seconds of delay for the southbound approach of Woodshire Lane during each of the peak hours as compared to the 2036 No-Build.

Similar to the 2016 build conditions, various alternatives were re-evaluated to summarize the impacts of the potential improvements. Again, the modified signal timing would improve the southbound approach and have minimal impacts to the mainline; the separate right-turn lane would have no worthwhile impacts; the Flashing Yellow Arrow provided minimal operation changes but potentially a safety improvement; and the dual left-turn would provide improved operations but would have the most negative impact to adjacent link progression.

Traffic Impact Study – Proposed Mobil Rebuild with Car Wash

Creve Coeur, Missouri

Table 14: 20-Year Operating Conditions with Alternative Improvement Scenarios – AM Peak Hour

Intersection/Approach	20-Year No Build	20-Year Build Original Timing [28 sec n-s]	20-Year Build Timing Adjustments [29 Sec n-s]	20-Year Build Add Flashing Yellow Arrow NB& SB [28 Sec n-s]	20-Year Build Separate SB Right-Turn Lane [28 Sec n-s]	20-Year Build with Dual Left and Split-Phase ¹ [30 Sec n-s]
<i>Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized</i>						
Eastbound Olive Boulevard	B (18.0) 20' LT	B (17.9) 20' LT	B (18.7) 20' LT	B (17.9) 20' LT	B (17.9) 20' LT	B (13.8) 20' LT
Westbound Olive Boulevard	B (12.5)	B (12.6)	B (12.8)	B (12.6)	B (12.6)	A (8.5)
Northbound Mary Meadows Lane	D (51.2)	D (51.2)	D (50.3)	D (51.2)	D (51.2)	E (69.0)
Southbound Schulte Road	F (83.9) 385' LT	F (90.2) 395' LT	F (82.1) 385' LT	F (91.1) 395' LT	F (90.3) 395' LT	F (82.7) 230' LT
Overall Intersection	C (21.4)	C (22.0)	C (21.7)	C (22.1)	C (22.0)	B (17.7)

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

¹ Dual Southbound Lefts and Split Phase (13.1 sec +16.9 sec)

Table 15: 20-Year Operating Conditions with Alternative Improvement Scenarios – Midday Peak Hour

Intersection/Approach	20-Year No Build	20-Year Build Original Timing [24 sec n-s]	20-Year Build Timing Adjustments [27 Sec n-s]	20-Year Build Add Flashing Yellow Arrow NB& SB [24 Sec n-s]	20-Year Build Separate SB Right-Turn Lane [24 Sec n-s]	20-Year Build with Dual Left and Split-Phase ¹ [30 Sec n-s]
<i>Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized</i>						
Eastbound Olive Boulevard	B (13.9) 50' LT	B (14.6) 50' LT	B (15.4) 50' LT	B (14.6) 50' LT	B (14.6) 50' LT	B (10.4) 55' LT
Westbound Olive Boulevard	A (8.4)	A (9.0)	B (10.2)	A (9.0)	A (9.0)	A (8.4)
Northbound Mary Meadows Lane	D (44.2)	D (44.3)	D (41.9)	D (44.3)	D (44.1)	E (55.4)
Southbound Schulte Road	D (50.6) 225' LT	D (54.6) 240' LT	D (48.7) 210' LT	D (54.6) 240' LT	D (54.6) 240' LT	D (50.6) 135' LT
Overall Intersection	B (13.9)	B (14.9)	B (15.4)	B (14.9)	B (14.9)	B (12.3)

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

Dual Southbound Lefts and Split Phase (13.1 sec +15.9 sec)

Traffic Impact Study – Proposed Mobil Rebuild with Car Wash

Creve Coeur, Missouri

Table 16: 20-Year Operating Conditions with Alternative Improvement Scenarios – PM Peak Hour

Intersection/Approach	20-Year No Build	20-Year Build Original Timing [28 sec n-s]	20-Year Build Timing Adjustments [30 Sec n-s]	20-Year Build Add Flashing Yellow Arrow NB& SB [28 Sec n-s]	20-Year Build Separate SB Right-Turn Lane [28 Sec n-s]	20-Year Build with Dual Left and Split-Phase ¹ [30 Sec n-s]
<i>Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized</i>						
Eastbound Olive Boulevard	B (17.9) 105' LT	B (18.2) 105' LT	B (17.5) 105' LT	B (18.3) 105' LT	B (18.2) 105' LT	B (13.9) 105' LT
Westbound Olive Boulevard	C (21.6)	C (24.2)	C (28.2)	C (24.5)	C (24.2)	B (15.6)
Northbound Mary Meadows Lane	D (51.0)	D (51.1)	D (49.5)	D (51.0)	D (51.0)	E (67.3)
Southbound Schulte Road	E (58.4) 260' LT	E (61.0) 285' LT	E (57.2) 265' LT	E (61.1) 285' LT	E (61.0) 285' LT	E (57.8) 175' LT
Overall Intersection	C (23.0)	C (24.7)	C (26.0)	C (24.9)	C (24.7)	B (18.4)

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

Dual Southbound Lefts and Split Phase (13.1 sec + 16.9 sec)

Table 17: 20-Year Progression Analysis – 70th Percentile Link Bands

<i>70th Percentile Link Green Bands</i>	<i>Weekday AM Peak Hour</i>			<i>Weekday Midday Peak Hour</i>			<i>Weekday PM Peak Hour</i>		
	<i>Existing</i>	<i>Timing Adjustment</i>	<i>Dual LT/Split- Phase</i>	<i>Existing</i>	<i>Timing Adjustment</i>	<i>Dual LT/Split- Phase</i>	<i>Existing</i>	<i>Timing Adjustment</i>	<i>Dual LT/Split- Phase</i>
Eastbound									
Mosley Road to Schulte Road Link	80 sec	79 sec	78 sec	77 sec	77 sec	88 sec	83 sec	83 sec	83 sec
Schulte to Dautel Lane Link	97 sec	97 sec	97 sec	76 sec	76 sec	76 sec	96 sec	94 sec	94 sec
Eastbound Arterial Green Band (Craig Road to Spoeede Road)	70 sec	70 sec	70 sec	46 sec	46 sec	46 sec	67 sec	67 sec	67 sec
Westbound									
Dautel Lane to Schulte Road Link	98 sec	98 sec	97 sec	72 sec	70 sec	68 sec	86 sec	84 sec	84 sec
Schulte Road to Mosley Road Link	82 sec	81 sec	80 sec	63 sec	60 sec	68 sec	72 sec	70 sec	70 sec
Westbound Arterial Green Band (Spoeede Road to Craig Road)	60 sec	60 sec	60 sec	50 sec	50 sec	50 sec	52 sec	52 sec	52 sec

***Traffic Impact Study – Proposed Mobil Rebuild with Car Wash
Creve Coeur, Missouri***

Conclusions

CBB completed a traffic impact study for the proposed Creve Coeur Mobil with Car Wash redevelopment in Creve Coeur, Missouri. The site located on the northwest quadrant of Olive Boulevard at Schulte Road. The site is currently occupied by a Mobil gas station with a small convenience store and a car wash as well as a several homes.

- Access to the redeveloped site is proposed via one full access driveway on Olive Boulevard, one right-turn exit-only driveway on Olive Boulevard at the west end of the property, and one three-quarter driveway (no left-turn in) on Schulte Road generally opposite the existing Shell station driveway.
- Base traffic conditions were observed and evaluated to reveal constraints that currently exist at the signalized intersection of Olive Boulevard with Schulte Road/Mary Meadows Lane. The north-south approaches currently operate at less than desirable levels of service during the AM and PM peak hours primarily as a result of long signal cycle lengths dictated by other critical intersections on the Olive Boulevard corridor. The horizontal and vertical physical configuration of the existing intersection is also less than desirable.
- The new Mobil gas station would be expected to generate approximately 120, 190, and 140 additional trips during the AM, Midday and PM peak hours of a typical weekday, respectively.
- Based on MoDOT's Access Management Guidelines, a separate westbound right-turn lane would be warranted on Olive Boulevard at the proposed full-access driveway. However, that lane would have minimal impact on operating conditions, have impacts to utilities and separate right-turn lanes are not currently provided at unsignalized intersections along the Olive Boulevard corridor, CBB does not recommend the installation of the right-turn lane on Olive Boulevard at the proposed full access driveway.
- The proposed access drives would operate at acceptable levels of service, except for the southbound left-turns out of the main entrance, which is primarily due to the heavy east-west volumes on Olive Boulevard. The left-turning motorists should be able to make two-stage turns onto eastbound Olive Boulevard via the center left-turn lane or go to the signal via Schulte Road.
 - A two-lane exit is recommended and proposed on the conceptual site plan to separate exiting left and right-turns. It should also be noted that this driveway has the ability to storage approximately 4 or 5 vehicles that would be queued in the southbound direction before impacting internal circulation.

***Traffic Impact Study – Proposed Mobil Rebuild with Car Wash
Creve Coeur, Missouri***

- The impacts of the proposed Mobil can be mitigated at the intersection of Olive Boulevard with Schulte Road by providing two seconds of additional north-south green time during the AM and PM peak hour and four seconds of additional north-south green time in the Midday peak hour. On-site observations found that the southbound approach currently clears during a vast majority of the cycles, even during the peak hours, so timing adjustments may not be necessary to allow acceptable operations in the field.
- Minimal operational impacts would be gained by providing a separate southbound right-turn lane since the southbound through volumes are so low, the lane currently operates as a defacto right-turn lane. CBB does not recommend this improvement.
- Minimal operational impacts are expected with the installation of Flashing yellow arrows for the northbound and southbound approaches, but could provide significant improvements in safety, especially related to left-turn crashes. CBB recommends this change.
- If dual southbound left-turns (one left-turn and one share left-turn/through lane) are constructed, a slightly larger north-south split is needed to accommodate the forecasted traffic since split phasing should be required which would negatively impact progression along Olive Boulevard. The primary benefits of the dual left-turn lanes would be accommodation of a safer north-south phasing (split phased) and cutting the southbound queue length nearly in half.
 - It should be noted that the proposed rebuilding of the Mobil gas station has very little impact at the signalized intersection and the existing safety concerns with the horizontal and vertical alignment of the north and south legs are present with or without the proposed development.
 - This improvement would help to address the long-term needs of the intersection. It is not feasible to construct the full intersection improvements without the coordination and concurrence with the private ownership of Mary Meadows on the south side of the road.
 - As a result, the subject development has reserved ground in the northeast quadrant of the intersection so that a better horizontal alignment can occur in the future when all parties can come to an agreement.
- A marked pedestrian crossing is recommended across the west side of the intersection to accommodate pedestrians crossing Olive Boulevard.
- Since traffic to and from the development is not expected to create a noticeable change in traffic along Olive Boulevard to the west (limited to less than 25 vph in either direction), there will be limited impact to ingress/egress for the adjacent neighboring streets (Renee Lane and Woodshire Lane). The delay increases are estimated to be less than one additional second for the northbound approach and one additional second for the southbound approach.

*Traffic Impact Study – Proposed Mobil Rebuild with Car Wash
Creve Coeur, Missouri*

- The results for the Year 2036 No-Build Scenario and 2036 Build Scenario are very similar, where only slight increases in north-south green times are needed to effectively accommodate the traffic from the proposed new Mobil gas station.

We trust that you will find that the information in this report useful in evaluating the traffic impacts of the subject site. Please contact Brian Rensing in our St. Louis office (314) 449-9569 or via email at Brensing@cbbtraffic.com should there be any questions or need for additional information.

CBB Job No. 2016-91

prepared by:



CBB

12400 Olive Boulevard
Suite 430
St. Louis, MO 63141
(314) 878-6644



**ENVIRONMENTAL
NOISE STUDY OF PROPOSED
NEW COMMERCIAL DEVELOPMENT
ON THE NORTH WEST CORNER OF OLIVE AND SCHULTE,
LOCATED IN CREVE COUER MISSOURI**

PREPARED FOR:

Arch Energy (Wallis Companies)
106 E. Washington
Cuba, Missouri 65453

PREPARED BY:

KEVIN TANKERSLEY
President / Senior Engineer
DESIGNED ACOUSTICS, LLC
PROJECT #
11824

DATE
NOVEMBER 10th, 2016

Environmental Noise Study
November 10th, 2016

Environmental Noise Study Report

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Environmental Noise Study November 10th, 2016

INTRODUCTION

Designed Acoustics was retained by Wallis Companies to perform an Environmental Noise Study and to provide an evaluation of existing and potential noise levels that could be generated by a proposed new commercial development. The property is at northwest corner of Olive & Schulte located in Creve Coeur Missouri. This report summarizes Designed Acoustics' noise investigation and the potential audible effects at the property lines of the proposed site. Environmental noise studies, being investigative by nature, are often forced to make assumptions concerning the properties of the noise source(s) under such study. Designed Acoustics recognizes the proposed uses and have elected to base the study upon a conservative "worst case situation" in order to ensure the validity of calculated results.

The following report explains the methodology used to gather data as well as Designed Acoustics' findings and compliance with the City of Creve Coeur criteria which is:

An acoustical study shall be submitted demonstrating that the order facility and service windows will not produce sounds exceeding sixty (60) dB as measured at any property line abutting a residential use, up to a height of eight (8) feet above ground at the property line and demonstrating that the order facility and service windows will not increase ambient sound levels at other property lines above the average Monday to Friday midday level.

For the development proposed at this location, no service order window is proposed however, some of the mechanical components of the car wash have higher decibel levels and will be evaluated. It should also be noted that the hours of operation proposed for the carwash portion of the facility are from approximately 7 am until 8 pm.

NOISE MEASUREMENTS

Long-term 24-hour noise measurements were completed at the subject site. While on-site short term measurements were also taken at the same time that the long term monitoring was beginning, approximately 4pm on Thursday, November 3rd, 2016. Additionally, short term background noise measurements were again taken at the time that the long term monitors were retrieved, approximately 10am on Wednesday, November 9th, 2016.

Environmental Noise Study November 10th, 2016

INSTRUMENTATION

A Larson-Davis Laboratories Model Sound Expert LxT precision sound level meter was used for all octave band measurements reported here. This meter conforms to the ANSI Standard Specifications for Sound Level Meters S1.4-1983, Type 1 (Precision), and the IEC Standard 651-1979, Sound-Level Meters, Type 1 Peak. The instrument was calibrated and is traceable to The National Institute of Standards. Evidence of traceability is on file at the Larson Davis Corporate Headquarters. The meter calibration was field verified before and after the measurement session.

Larson-Davis Laboratories Model Sound Expert LxT sound meters were used for A-weighted long-term sound level measurements. This meter conforms to ANSI Standard Specifications for Sound Level Meters S1.4-1983, Type 2, and the IEC 651-1979, Sound Level Meters Type 2. The instruments were calibrated and are traceable to the National Institute of Standards. Evidence of traceability is on file at the Larson Davis Corporate Headquarters. The meters were field verified before and after the measurement session.

MEASUREMENTS

Long Term monitor results

Date	Ldn (dBA)	Lday (dBA)	Ln timer (dBA)
Friday, November 4 th , 2016	65.8	64.9	57.0
Saturday, November 5 th , 2016	65.7	66.4	54.3
Sunday, November 6 th , 2016	65.1	63.2	57.1
Monday, November 7 th , 2016	65.3	65.2	55.4
Tuesday, November 8 th , 2016	65.8	64.7	57.1
Wednesday, November 9 th , 2016	64.9*	64.9*	54.3*

*Not a complete 24 hour cycle of data.

Environmental Noise Study
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FINDINGS

The estimated impact of speaker noise at the nearest property line was calculated using provided manufactures data. The total attenuation at the nearest property line (and beyond) was calculated based on land topography supplied to Designed Acoustics by the site civil engineer, barrier height and location(s) (insertion loss¹), and distance from source. The calculations show no increase of noise impact at the property line. It is important to note that as a conservative approach Designed Acoustics did NOT take into consideration the large amounts of trees and shrubs at the property lines and beyond. Due to seasonal changes in the geometry, shape, and consistency of such barriers, sound attenuation is difficult to predict when these are figured into the calculations. Designed Acoustics acknowledges that trees and foliage, in bloom, will add a slight degree of extra attenuation beyond those factors accounted for in this study. Therefore, the addition of trees and / or foliage near the property lines will have a positive impact on the noise environment beyond the property line.

The estimated SPLs assume a 6' barrier (that Designed Acoustics supports installing) placed between the given property lines and proposed carwash. Additionally, estimated SPLs at the northwest property line took into consideration the elevation difference between the carwash and the nearby property. This topography increases the barrier effectiveness at the northwest property line. Designed Acoustics estimated these SPLs at an 8' height per the aforementioned city code.

The site plan, provided by CEC and included in the appendix, indicates the approximate distance from the closest point on the North West property line to the entrance to the car wash. Designed Acoustics estimates a sound level of 70dBA at this area. Distance attenuation along with barrier attenuation was used to calculate the estimated property line dBA at 8'. The worst case is calculated to be 49 dBA at the property line. It's important to note that these estimated SPLs are lower than the onsite background measurements that have been taken. We recognize that the driers exiting the car wash are in fact the loudest noise generator on site, approximately 95dBA to 100dBA during its cycle, the direction of those driers will face the highway. It's our conclusion that the highway noise and the distance would dampen those levels significantly. While we did check all property line dBA levels during our study, Designed Acoustics has chosen the car wash entrance area to focus on because we are confident it would be the worst case scenario for noise on the proposed new development and any residential property line.

It is Designed Acoustics professional opinion that the operation of the proposed new development will have no negative environmental noise impact on adjacent properties and that the proposed noise levels that will be present upon development as proposed will meet the regulations presented.

Environmental Noise Study
November 10th, 2016

CONCLUDING REMARKS

As stated earlier environmental noise impact studies, being investigative by nature, are often forced to make assumptions concerning the properties of the noise source under such study. Designed Acoustics recognizes the usage of this proposed development. We have elected to base our study upon this worst case situation in order to ensure the validity of calculated results.

As a first step, Designed Acoustics placed a long term noise monitor at the proposed location in order to quantify the day, night, Leq background noise levels as a base starting point for our acoustical analysis

Designed Acoustics was supplied with manufacturer's noise measurements of the proposed equipment for our review and to establish if the equipment proposed would have the potential for negative effects on the surrounding areas.

As an additional step we were given access to an existing location with similar equipment. (475 N. Lindberg, Florissant. Missouri)
Designed Acoustics visited that location on November 9th, 2016 at approximately 11:30am. While on site sound level readings of the car wash were taken. It's important to note that the sound level readings taken matched the manufacturer's data that was given to us for review. While still on site, sound levels were taken at the wall (barrier) located behind the carwash that separates the carwash from a residential neighborhood. (53dBA to 56dBA) Additional sound level readings were taken behind the wall. The sound level readings behind the wall were significantly lower. (42dBA – 45dBA)

Based on our acoustical analysis and the factors mentioned in this report the new development shall meet the aforementioned city code requirements.

ACOUSTIC NOMENCLATURE AND TERMINOLOGY

ANSI: American National Standards Institute

A-Weighing: Prescribed frequency response defined by ANSI Standard S-1971. Used to obtain a single number representing the sound pressure level of a noise in a manner approximating the response of the ear, by de-emphasizing the effects of the low and high frequencies.

Background Sound: Sound that remains when sound of interest is removed is background sound relative to the sound of interest.

Daytime: The hours 0700 (7:00 am) to 2200 (10:00 pm).

Day-night average sound level (L_{dn}): A measure of the noise environment over a 24-hour A-weighted sound level with a 10 dB weighing applied to the nighttime levels. When equivalent level (L_{eq}) information is available, the L_{dn} is calculated as follows:

Where $L_{eq}(d) = L_{eq}$ for the hours 0700-2200.

$L_{eq}(n) = L_{eq}$ for the hours 2200-0700.

Annualized L_{dn} is effective L_{dn} determined over a full year accounting for daily and seasonal variations.

dBA: Overall A-weighted sound pressure level expressed in decibels referenced to 20 micro-pascals.

Decibel (dB): Ten times the logarithm of the ratio of a quantity (X) to a reference quantity (X_r).

Equivalent Sound Level (L_{eq}): The level of a constant sound which, in a given situation and time period, has the same sound energy as a time varying sound level.

f_i = percent of time period in which a particular L_i occurs.

L_i = sound level in dB.

Exceedance Level - L_n: The sound pressure level exceeded n percent of the time. Example: L₁₀ is the sound pressure level exceeded 10% of the time during a measurement period. L₅₀ corresponds to the median level.

Frequency: Number of complete oscillation cycles per unit of time. The frequency is the reciprocal of the period. The unit of frequency often used is the Hertz.

Hertz (Hz): Unit of frequency equal to one cycle per second.

L_{dn}: See day-night average sound level.

L_{eq}(n): Equivalent sound level for a period n in length.

L_{max}: The maximum sound level detected during the period of measurement.

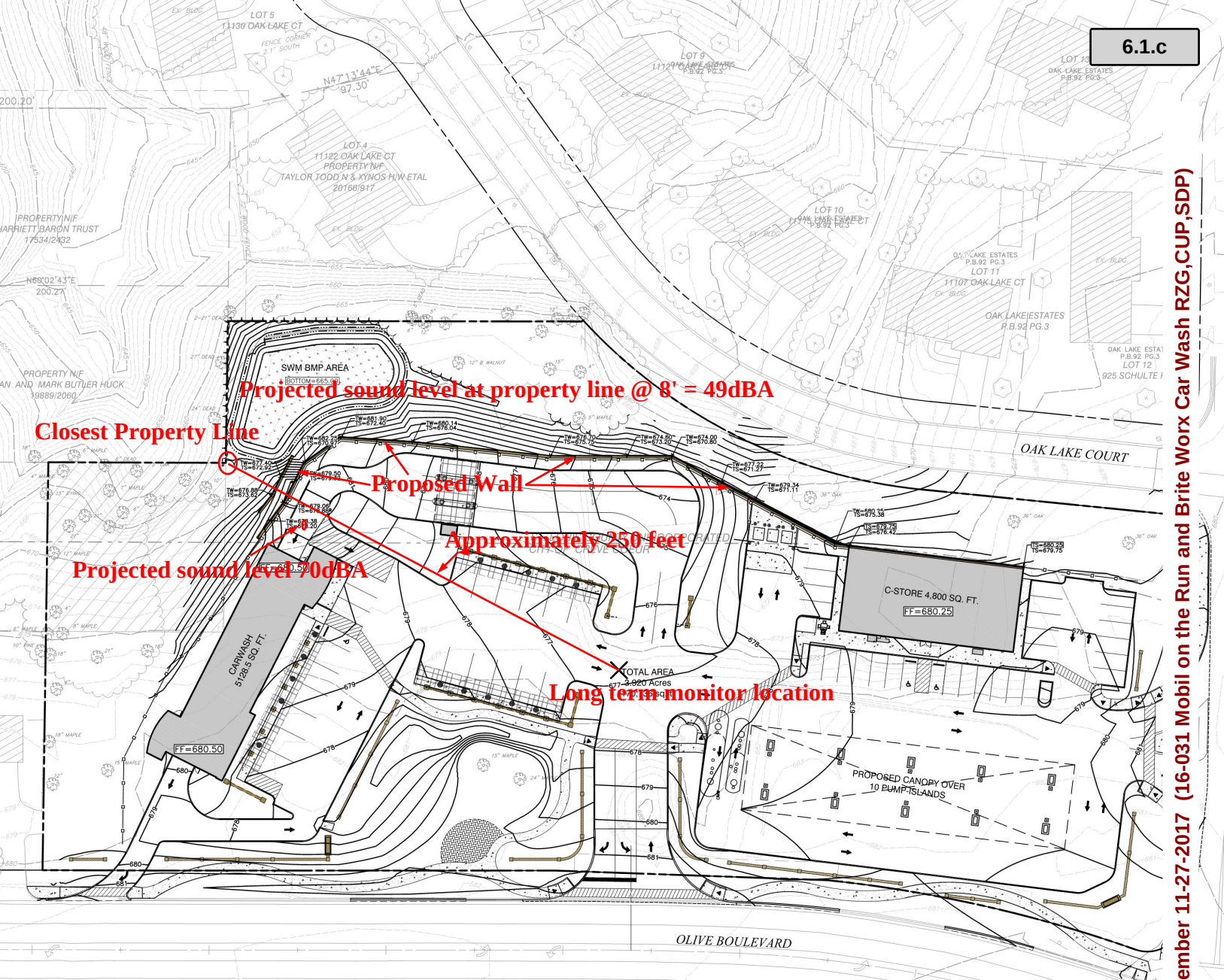
L_{min}: The minimum sound level detected during the period of measurement.

L_n: See Exceedance Level, the sound level exceeded n percent of the time.

Nighttime: The hours 2200 (10:00 pm) to 0700 (7:00 am).

Sound Pressure Level (SPL): In decibels, 20 times the logarithm to the base 10 of the ratio of a sound pressure to the reference sound pressure of 20 micro-pascals. Where p = sound pressure to be quantified p_{ref} = 20 micro-Pascals (metric). 2.9×10^{-9} psi (English)

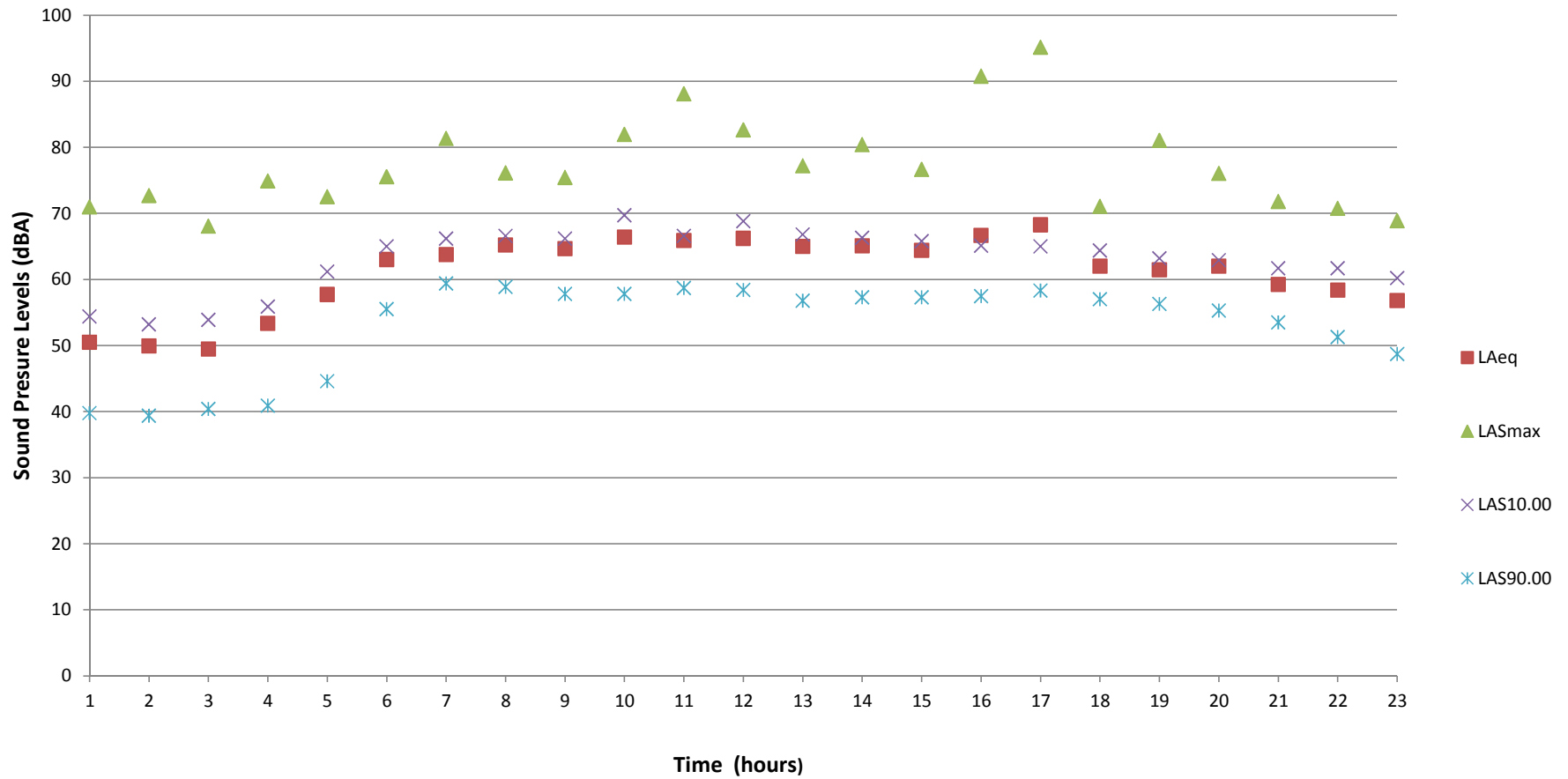
Figures 1 & Graphs 1 – 6





Olive & Schulte
 Enviromental Noise Study
 November 4th, 2016

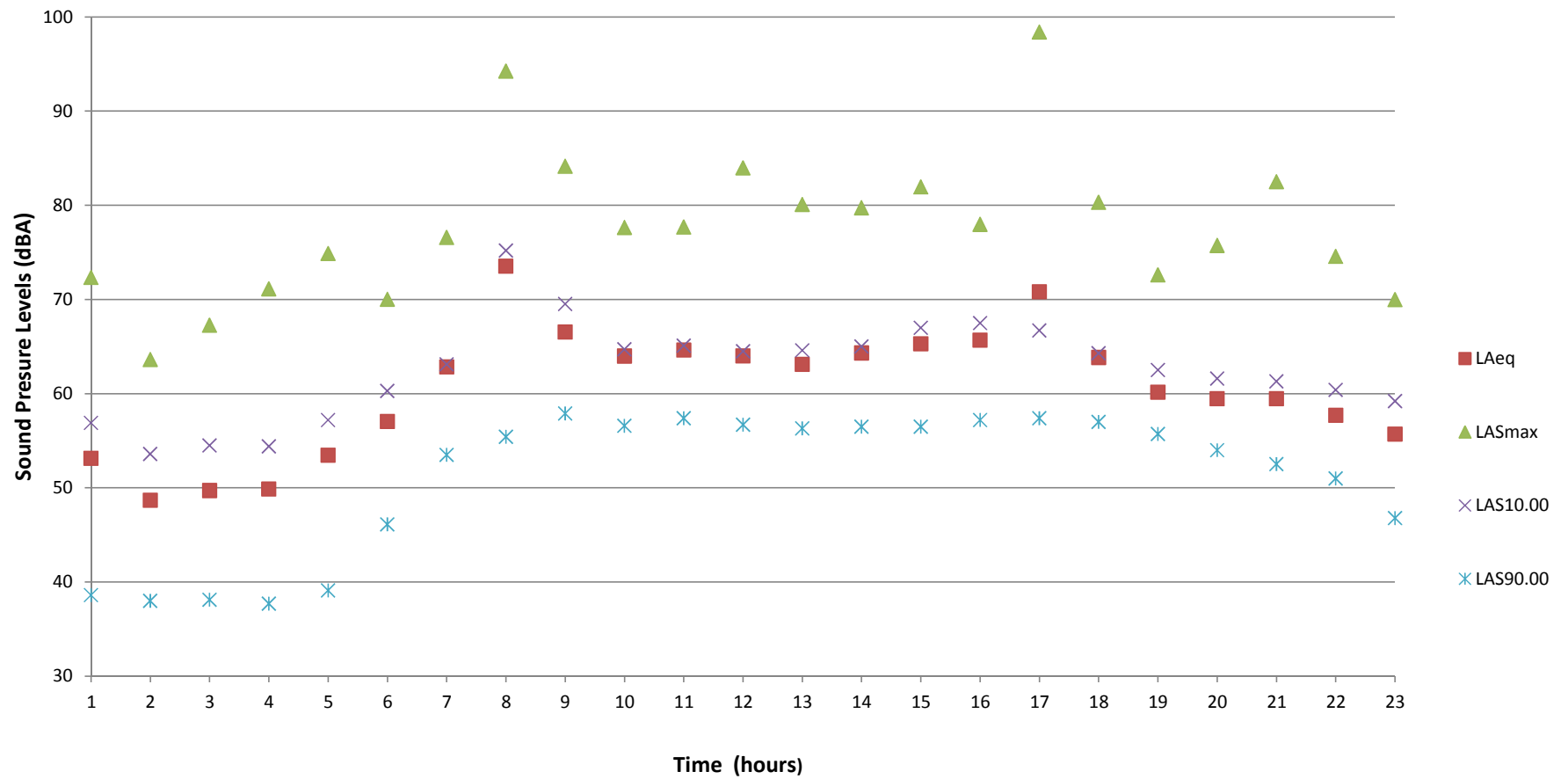
Ldn 24 = 65.8
 Leq (Day) = 64.9
 Leq (Night) = 57.0





Olive & Schulte
 Enviromental Noise Study
 November 5th, 2016

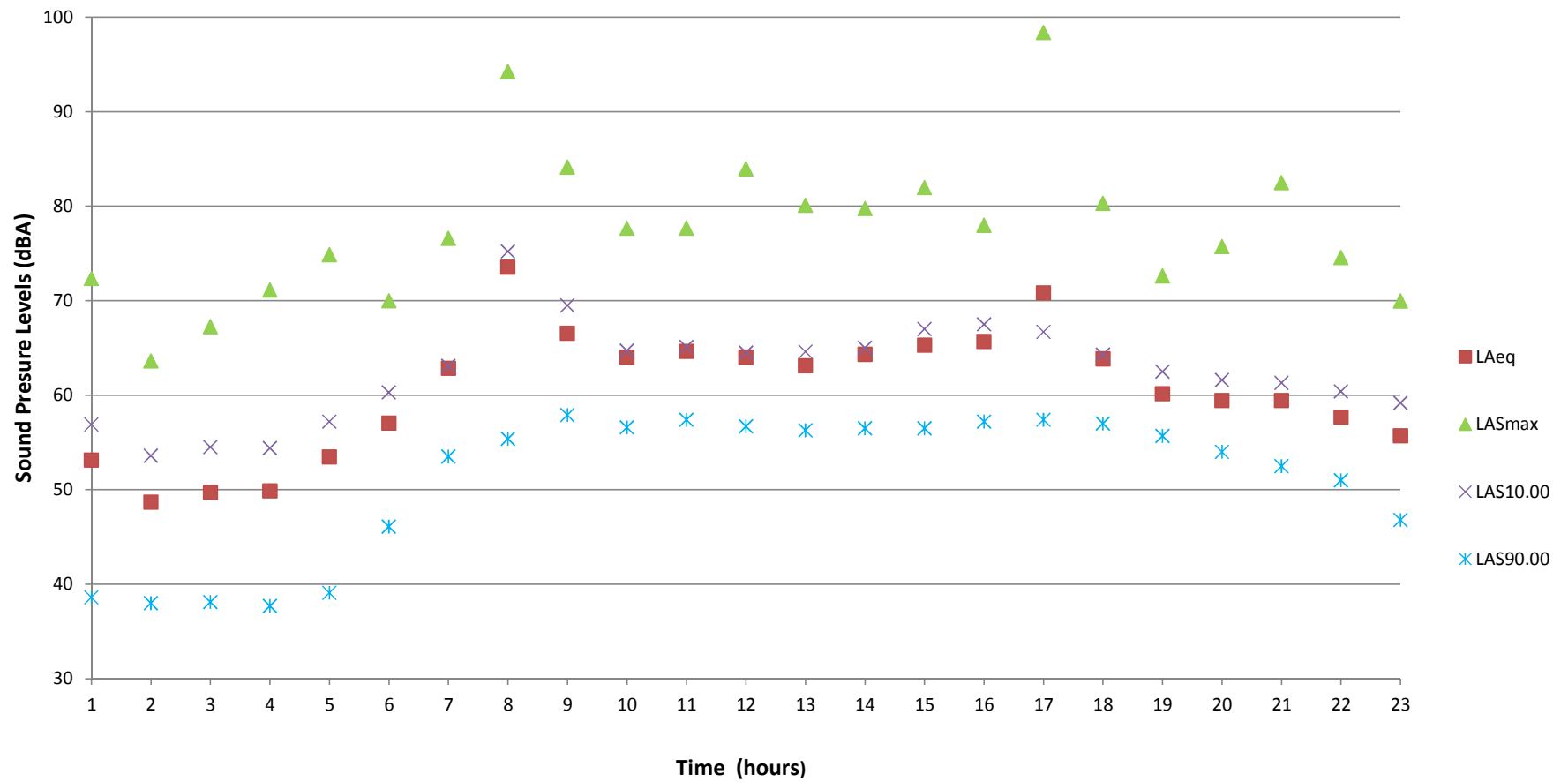
Ldn 24 = 65.7
 Leq (Day) = 66.4
 Leq (Night) = 54.3





Olive & Schulte
 Enviromental Noise Study
 November 6th, 2016

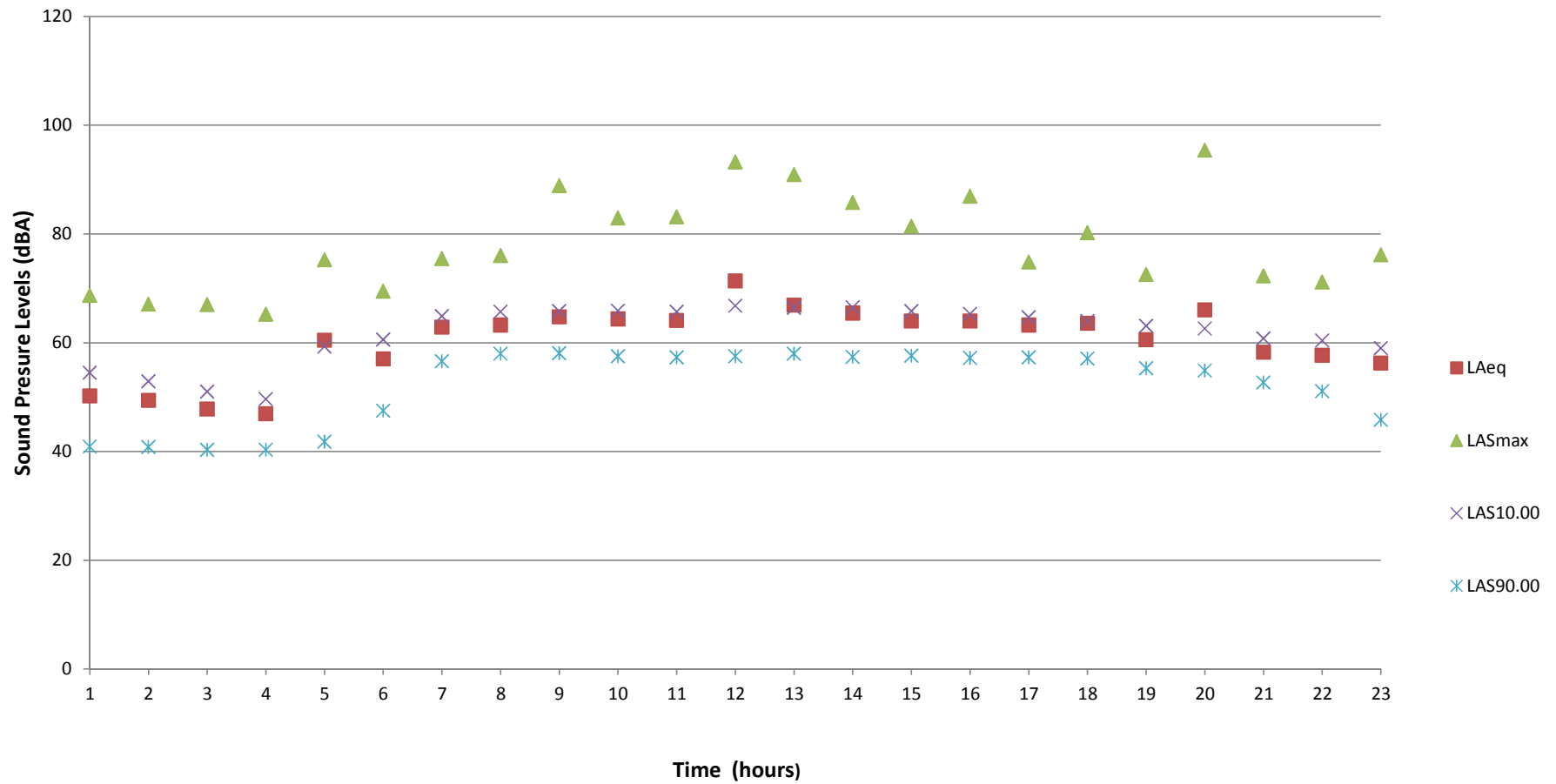
Ldn 24 = 65.1
 Leq (Day) = 63.2
 Leq (Night) = 57.1





Olive & Schulte
 Enviromental Noise Study
 November 7th, 2016

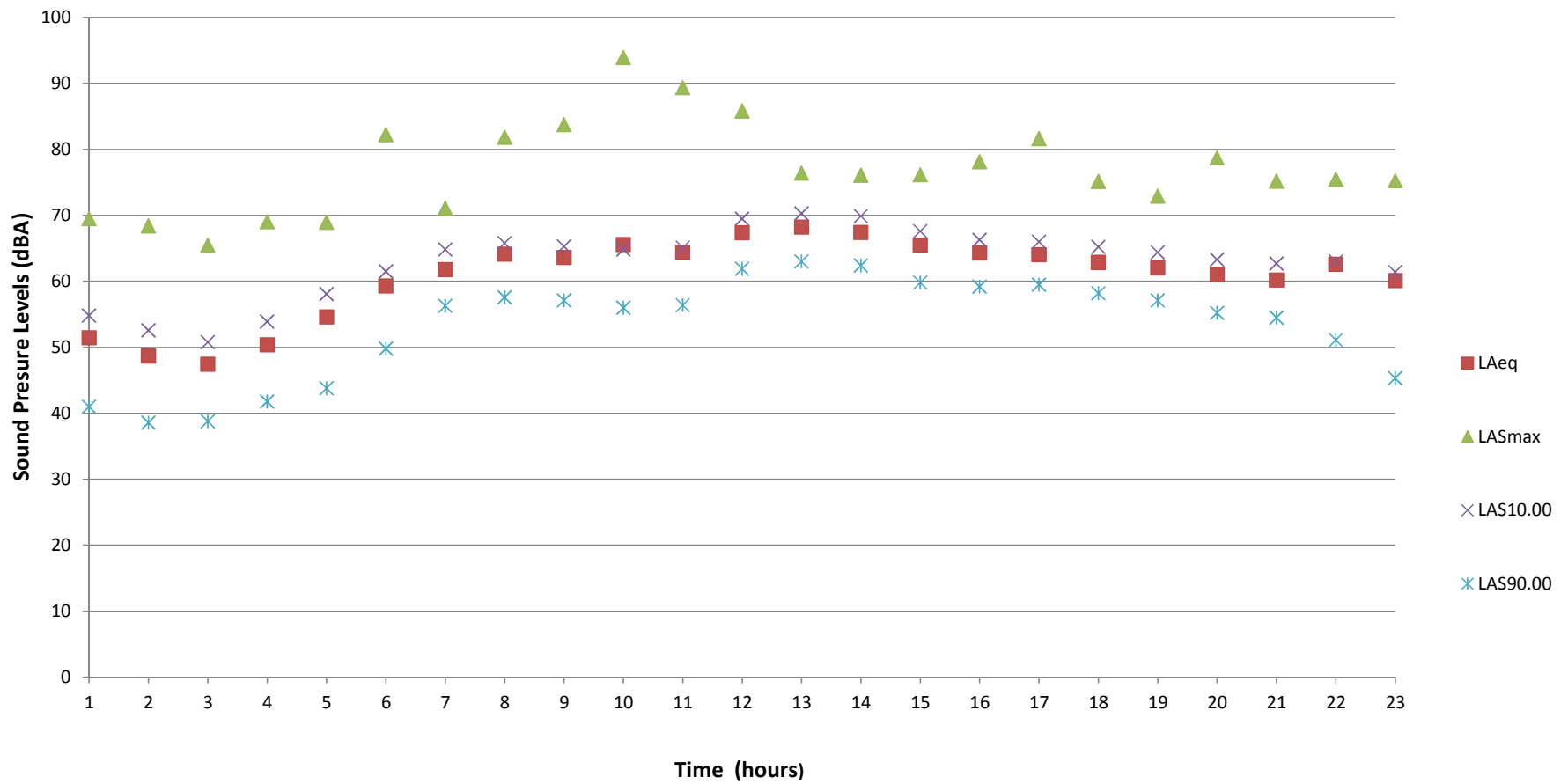
Ldn 24 = 65.3
 Leq (Day) = 65.2
 Leq (Night) = 55.4





Olive & Schulte
 Enviromental Noise Study
 November 8th, 2016

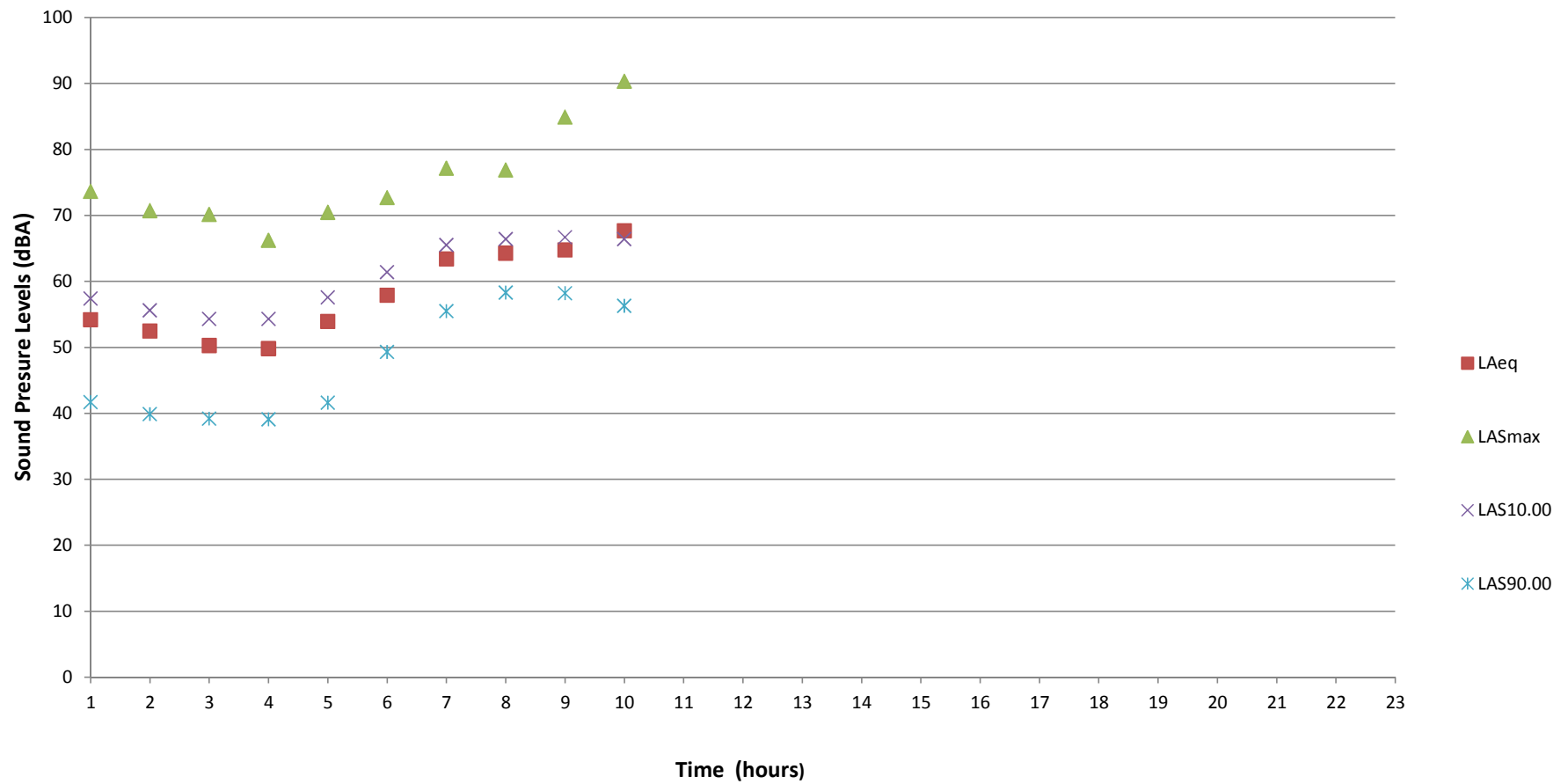
Ldn 24 = 65.8
 Leq (Day) = 64.7
 Leq (Night) = 57.1





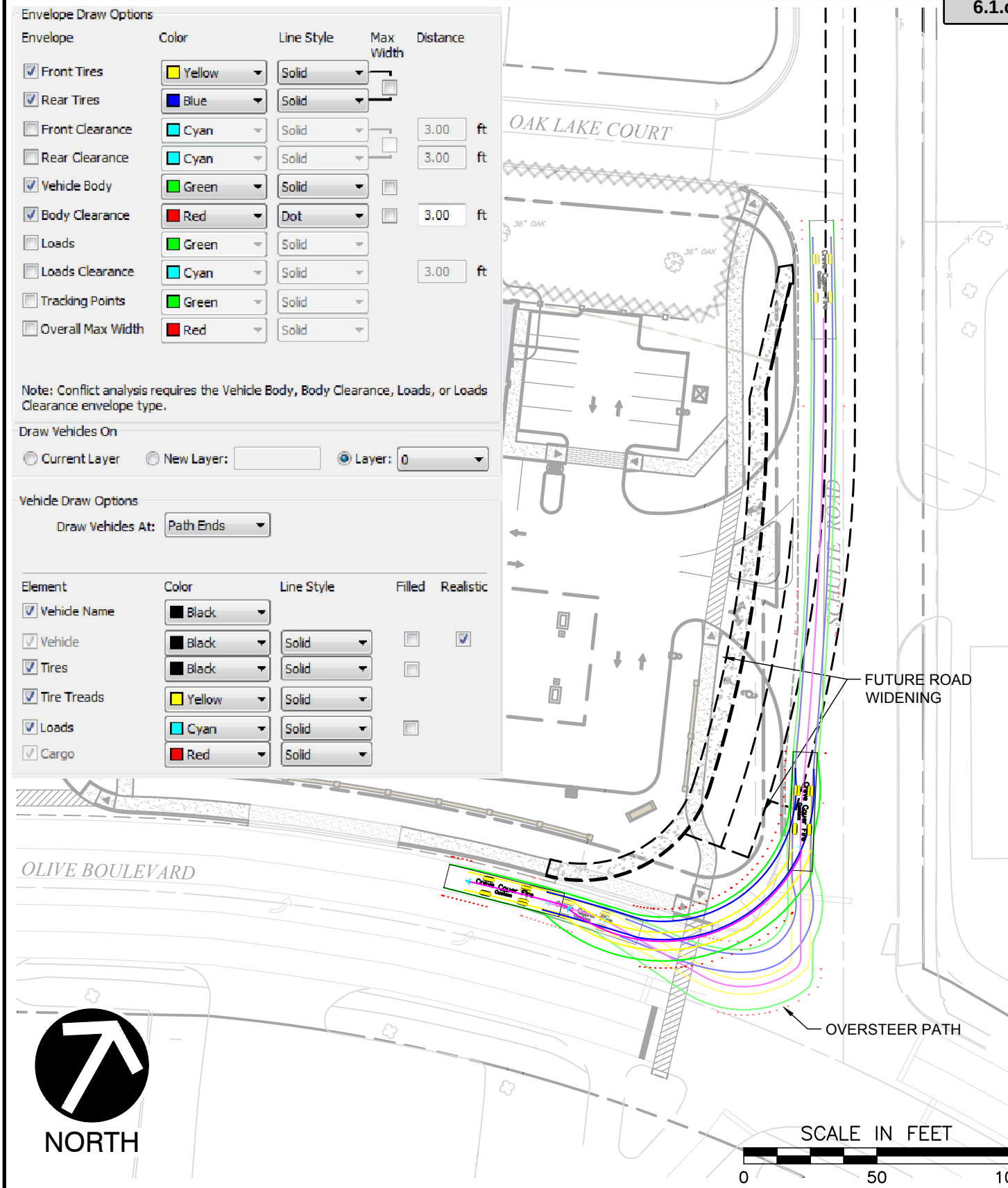
Olive & Schulte
 Enviromental Noise Study
 November 9th, 2016
 (Only partial day of recordings)

Ldn 24 = 64.9
 Leq (Day) = 64.9
 Leq (Night) = 54.3



P:\2011\110-241\110-241-CADD\Draw\110241-CV04-SP01 Exhibits.dwg{FIRETRUCK-A} LS:(11/9/2017 - cragel) - LP: 11/9/2017 2:47 PM

6.1.c



Attachment: Reports and Exhibits Received November 11-27-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



Civil & Environmental Consultants, Inc.

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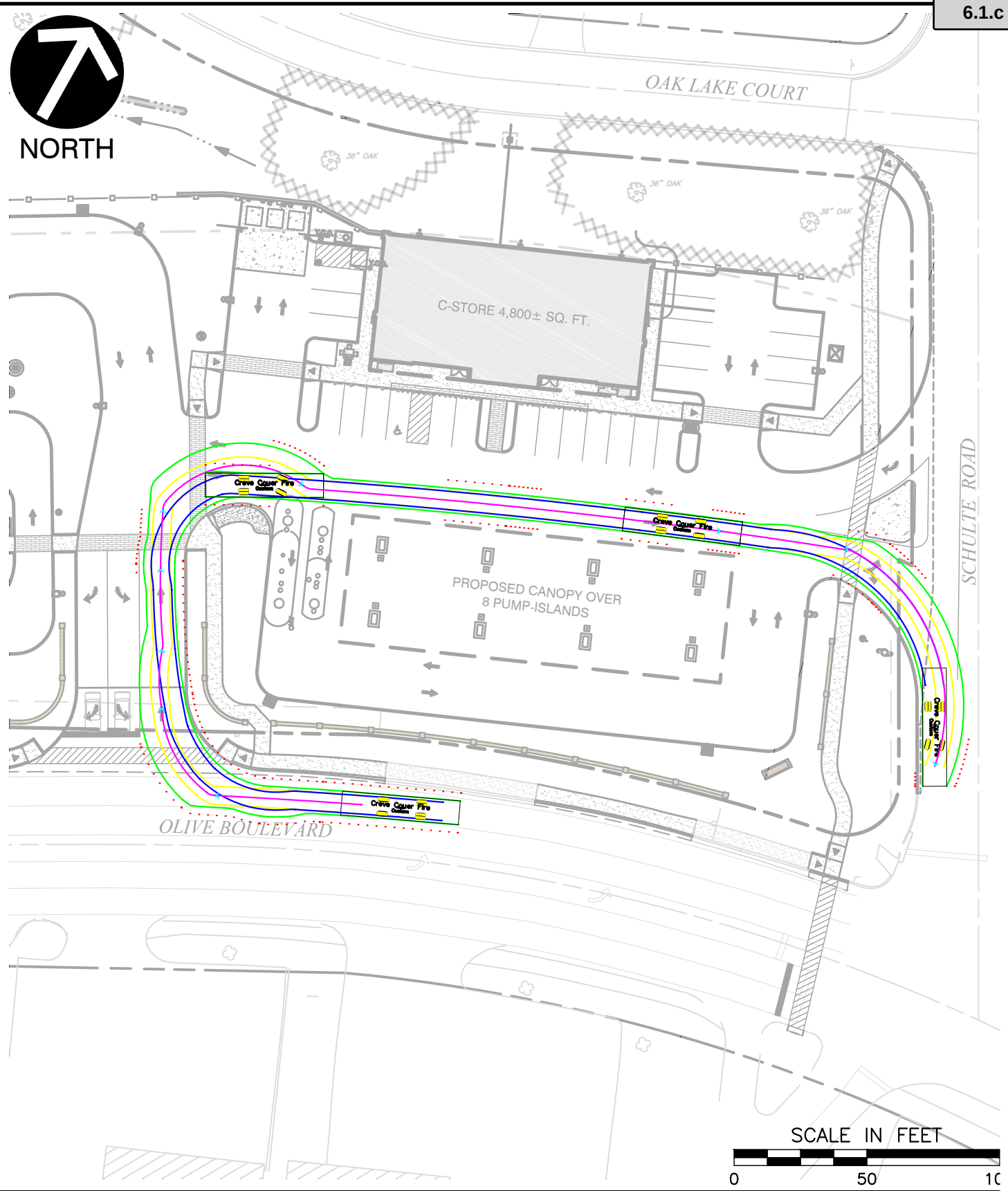
WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453

**FIRE TRUCK ACCESS EXHIBIT
SCHULTE TO OLIVE BLVD, WESTBOUND**

DRAWN BY:	CAC	CHECKED BY:	KTK	APPROVED BY:	KTK*	FIGURE NO.:
DATE:	NOV. 2017	DWG SCALE:	1"=50'	PROJECT NO:	110-241	Packet Pg. 114



NORTH

**Civil & Environmental Consultants, Inc.**

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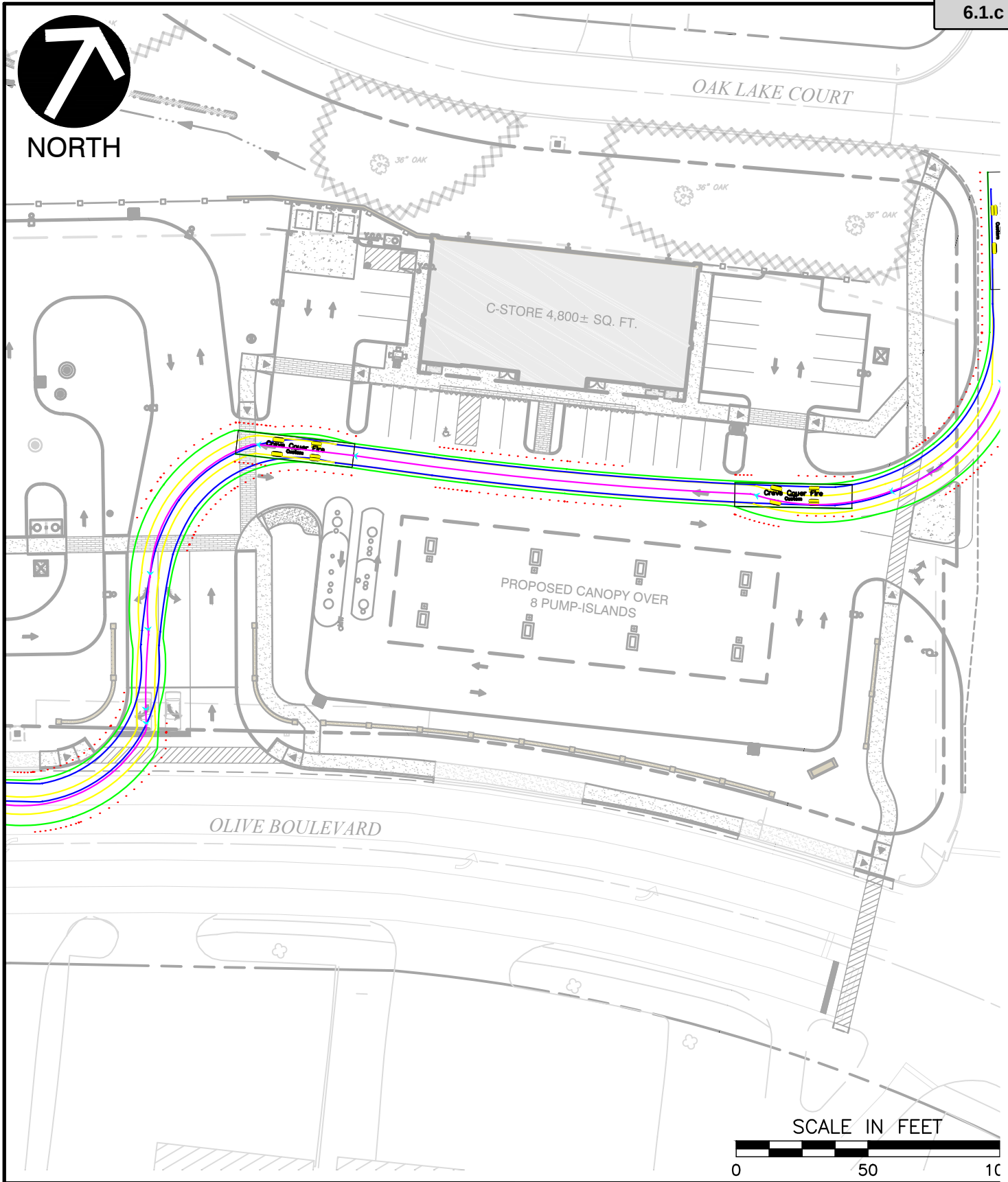
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CUBA, MO 65453

**FIRE TRUCK ACCESS EXHIBIT
OLIVE BLVD ENTRANCE**

DRAWN BY:	CAC	CHECKED BY:	KTK	APPROVED BY:	KTK*	FIGURE NO.:
DATE:	NOV. 2017	DWG SCALE:	1"=50'	PROJECT NO:	110-241	



Civil & Environmental Consultants, Inc.

4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042

314-656-4566 · 866-250-3679

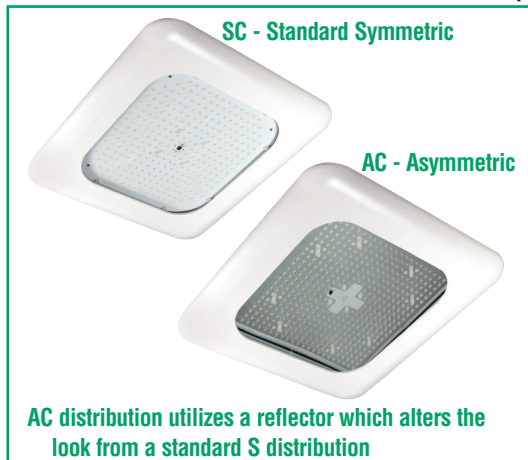
www.cecinc.com

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453

FIRE TRUCK ACCESS EXHIBIT SCHULTE ROAD ENTRANCE

DRAWN BY:	CAC	CHECKED BY:	KTK	APPROVED BY:	KTK*	FIGURE NO.:
DATE:	NOV. 2017	DWG SCALE:	1"=50'	PROJECT NO:	110-241	

LED CANOPY LIGHT - LEGACY™ (CRUS)



DOE LIGHTING FACTS

Department of Energy has verified representative product test data and results in accordance with its Lighting Facts Program. Visit www.lightingfacts.com for specific catalog strings.

US & Int'l. patents pending.

HOUSING - Low profile, durable die-cast, aluminum construction, providing a reliable weather-tight seal.

LEDS - Features an array of select, mid-power, high brightness, high efficiency LED chips; 5000K color temperature, 70 CRI (nominal).

DRIVE CURRENT - Choice of Very Low Wattage (VLW), Low Wattage (LW), Super Saver (SS), High Output (HO) or Very High Output (VHO).

OPTICS / DISTRIBUTION - Choice of Symmetrical or Asymmetrical, which directs light through a clear tempered glass lens, to provide a uniform distribution of light to vertical and horizontal surfaces.

OPTICAL UNIT - Features an ultra-slim 7/8" profile die-cast housing, with a flat glass lens. Unit is water-resistant, sealed to an IP67 rating. Integral designed heat sink does not trap dirt and grime, ensuring cool running performance over the life of the fixture.

PRESSURE STABILIZING VENT - Luminaire assembly incorporates a pressure stabilizing vent breather to prevent seal fatigue and failure.

HAZARDOUS LOCATION - Designed for lighter than air fuel applications. Product is suitable for Class 1 Division 2 only when properly installed per LSI installation instructions (consult factory).

DRIVER - State-of-the-art driver technology superior energy efficiency and optimum light output. Driver components are fully encased in potting for moisture resistance. Complies with IEC and FCC standards. 0-10 V dimming supplied standard with all drive currents.

DRIVER HOUSING - Die-cast aluminum, wet location rated driver/electrical enclosure is elevated above canopy deck to prevent water entry, provide easy "knock-out" connection of primary wiring and contributes to attaining the lowest operating temperatures available. Seals to optical housing via one-piece molded silicone gasket.

OPERATING TEMPERATURE - -40°C to 50°C (-40°F to +122°F)

ELECTRICAL - Universal voltage power supply, 120-277 VAC, 50/60 HZ input. Drivers feature two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Scenario 1, Location Category C.

FINISH - Standard color is white and is finished with LSI's DuraGrip® polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.

INSTALLATION - One person installation. No additional sealant required. Installs in a 12" or 16" deck pan. Deck penetration consists of a 4" hole, simplifying installation and water sealing. Unit is designed to quickly retrofit into existing Scottsdale (4") hole as well as openings for Encore and Encore Top Access and to reconnect wiring for the SC/ECTA without having to relocate the conduit. Retro panels are available for existing Encores (see back page) as well as kits for recessed and 2x2 installations (see separate spec sheets). Support brackets are provided standard, to prevent sagging of deck.

SHIPPING WEIGHT - 27 pounds (single pack), 48 pounds (double pack).

EXPECTED LIFE - Minimum 60,000 to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

WARRANTY - Limited 5-year warranty.

LISTING - UL and ETL listed to UL 1598, UL 8750 and other U.S. and International safety standards. Suitable for wet locations.

PHOTOMETRICS - Please visit our web site at www.lsi-industries.com for detailed photometric data.

Consult Factory

Class 1, Division 2 – Standard on SS & LW.

T5 Temperature Classification – The surface temperature of this product will not rise above 100°C., within a 40°C ambient.

Gas Groups A,B,C, and D – Group A: Acetylene / Group B: Hydrogen / Group C: Propane and Ethylene / Group D: Benzene, Butane, Methane & Propane.

This product, or selected versions of this product, meet the standards listed below.
Please consult factory for your specific requirements.



IP67



Project Name _____ Fixture Type _____
Catalog # _____

03/23/16

Packet Pg. 117

LED CANOPY LIGHT - LEGACY™ (CRUS)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **CRUS SC LED HO 50 UE WHT**

Prefix	Distribution ¹	Light Source	Drive Current	Color Temperature	Input Voltage	Finish	Options
CRUS	SC - Standard Symmetric AC - Aymmetric	LED	VLW - Very Low Watt LW - Low Watt SS - Super Saver HO - High Output VHO - Very High Output	50 - 5000K	UE - Universal Voltage (120-277V) 347 - 480V	WHT - White BRZ - Bronze BLK - Black	None

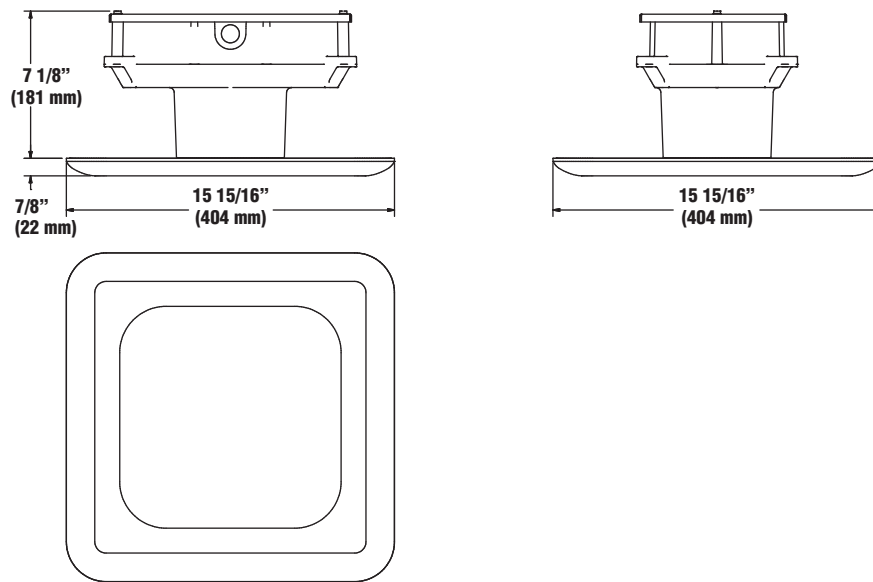
FOOTNOTES:

1- AC distribution utilizes a reflector which alters the look from a standard S distribution.

ACCESSORY ORDERING INFORMATION (Accessories are field installed)

Description	Order Number	Description	Order Number
Retrofit Panels - EC / ECTA / SCF to CRU, for 16" Deck Panel	525946	Kit - Hole Plugs and Silicone (enough for 25 retrofits) ¹	1320540
Retrofit Panels - ECTA / SCF to CRU, for 12" Deck Panel	530281	1- Consists of (25) 7/8" hole plugs and (1) 10.3 oz tube of RTV	
Retrofit 2x2 Cover Panel Blank (no holes)	357282		
Retrofit RIC Cover Panel Blank (no holes)	354702		

DIMENSIONS



LIGHT OUTPUT - CRUS

		Lumens		Watts		LPW	
		SC	AC	SC	AC	SC	AC
Cool White	VLW - Very Low Watt	8842	—	79	—	112	—
	LW - Low Watt	10871	8746	88	83	124	105
	SS - Super Saver	13554	11518	114	111	119	104
	HO - High Output	18633	—	132	—	141	—
	VHO - Very High Output	22418	17262	159	157	141	110



Project Name _____ Fixture Type _____

Catalog # _____

03/23/16

Packet Pg. 118

LED CANOPY LIGHT - LEGACY™ UNIVERSAL SUPERKIT - 2X2 (CRUSK UNV)



US & Int'l. patents pending.

Crossover SuperKits allow you replace many existing 2x2 canopy fixtures (including LSI, Whiteway and Jet-Phillips) without having to know the dimensions of the existing fixture.

HOUSING - Low profile, durable die-cast, aluminum construction, providing a reliable weather-tight seal.

LEDS - Features an array of select, mid-power, high brightness, high efficiency LED chips; 5000K color temperature, 70 CRI (nominal).

DRIVE CURRENT - Choice of Very Low Wattage (VLW), Low Wattage (LW), Super Saver (SS), High Output (HO) or Very High Output (VHO).

OPTICS / DISTRIBUTION - Symmetrical, which directs light through a glass lens to provide a uniform distribution of light to vertical and horizontal surfaces.

OPTICAL UNIT - Features an ultra-slim 7/8" profile die cast housing, with a standard flat glass lens. Unit is water-resistant, sealed to an IP67 rating. Integral designed heat sink does not trap dirt and grime, ensuring cool running performance over the life of the fixture.

PRESSURE STABILIZING VENT - Luminaire assembly incorporates a pressure stabilizing vent breather to prevent seal fatigue and failure.

DRIVER - State-of-the-art driver technology superior energy-efficiency and optimum light output. Driver components are fully encased in potting for moisture resistance. Complies with IEC and FCC standards. 0-10 V dimming supplied standard with all drive currents.

ADAPTOR PANEL - Die formed galvanized steel, with powder coat finish.

OPERATING TEMPERATURE - -40°C to 50°C (-40°F to +122°F)

ELECTRICAL - Universal voltage power supply, 120-277 VAC, 50/60 HZ input. Drivers feature two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Scenario 1, Location Category C.

FINISH - Standard color is white and is finished with LSI's DuraGrip polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.

INSTALLATION - Pre-assembled optical unit and mounting panel hinges and fastens to existing fixture housing in place of current door assembly. Driver is pre-mounted to back of CRUSK assembly.

SHIPPING WEIGHT - 27 pounds.

EXPECTED LIFE - Minimum 60,000 to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

WARRANTY - Limited 5-year warranty.

LISTING - UL listed to UL 1598, UL 8750 and other U.S. and International safety standards. Suitable for wet locations.

PHOTOMETRICS - Applications layouts are available upon request. Contact LSI Petroleum Lighting or petroleum.apps@lsi-industries.com

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.



Project Name _____ Fixture Type _____

Catalog # _____

03/23/16

Packet Pg. 119

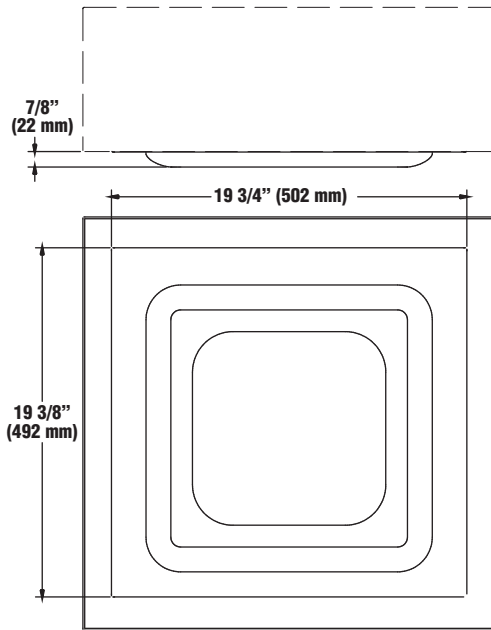
LED CANOPY LIGHT - LEGACY™ UNIVERSAL SUPERKIT - 2X2 (CRUSK UNV)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **CRUSK UNV SC LED HO 50 UE WHT**

Prefix	Distribution	Light Source	Drive Current	Color Temperature	Input Voltage	Finish	Options
CRUSK UNV (Universal 2x2)	SC - Standard Symmetric	LED	VLW - Very Low Watt LW - Low Watt SS - Super Saver HO - High Output VHO - Very High Output	50 - 5000K	UE - Universal Voltage (120-277V) 347 - 480V	WHT - White BRZ - Bronze BLK - Black	None

DIMENSIONS



LIGHT OUTPUT - CRUSK UNV

		Lumens		Watts		LPW	
		SC	AC	SC	AC	SC	AC
Cool White	VLW - Very Low Watt	8,842	—	79	—	112	—
	LW - Low Watt	10,871	8746	88	83	124	105
	SS - Super Saver	13,554	11,518	114	111	119	104
	HO - High Output	18633	—	132	—	141	—
	VHO - Very High Output	22418	17262	159	157	141	110



Project Name _____ Fixture Type _____

Catalog # _____

03/23/16

Packet Pg. 120

LED CANOPY LIGHT - LEGACY™ RECESSED SUPERKIT – (CRUSK RECU)

Recessed Housing Not Included



US & Int'l. patents pending.

Crossover SuperKits allow you replace many existing recessed canopy fixtures (including LSI, Whiteway and Jet-Phillips) without having to know the dimensions of the existing fixture.

HOUSING - Low profile, durable die-cast, aluminum construction, providing a reliable weather-tight seal.

LEDS - Features an array of select, mid-power, high brightness, high efficiency LED chips; 5000K color temperature, 70 CRI (nominal).

DRIVE CURRENT - Choice of Very Low Wattage (VLW), Low Wattage (LW), Super Saver (SS), High Output (HO) or Very High Output (VHO).

OPTICS / DISTRIBUTION - Symmetrical, which directs light through a glass lens, to provide a uniform distribution of light to vertical and horizontal surfaces.

OPTICAL UNIT - Features an ultra-slim 7/8" profile die cast housing, with a standard flat glass lens. Unit is water-resistant, sealed to an IP67 rating. Integral designed heat sink does not trap dirt and grime, ensuring cool running performance over the life of the fixture.

PRESSURE STABILIZING VENT - Luminaire assembly incorporates a pressure stabilizing vent breather to prevent seal fatigue and failure.

DRIVER - State-of-the-art driver technology superior energy-efficiency and optimum light output. Driver components are fully encased in potting for moisture resistance. Complies with IEC and FCC standards. 0-10 V dimming supplied standard with all drive currents.

ADAPTOR PANEL - Die formed galvanized steel, with powder coat finish.

OPERATING TEMPERATURE - -40°C to 50°C (-40°F to +122°F)

ELECTRICAL - Universal voltage power supply, 120-277 VAC, 50/60 HZ input. Drivers feature two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Scenario 1, Location Category C.

FINISH - Standard color is white and is finished with LSI's DuraGrip polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.

INSTALLATION - Tether holds pre-assembled optical unit and mounting panel hinges during wiring for one-man installation. Driver is pre-mounted to back of CRUSK assembly.

SHIPPING WEIGHT - 30 pounds.

EXPECTED LIFE - Minimum 60,000 to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

WARRANTY - Limited 5-year warranty.

LISTING - UL listed to UL 1598, UL 8750 and other U.S. and International safety standards. Suitable for wet locations.

PHOTOMETRICS - Applications layouts are available upon request. Contact LSI Petroleum Lighting or petroleum.apps@lsi-industries.com

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.



Project Name _____ Fixture Type _____
Catalog # _____

03/23/16

Packet Pg. 121

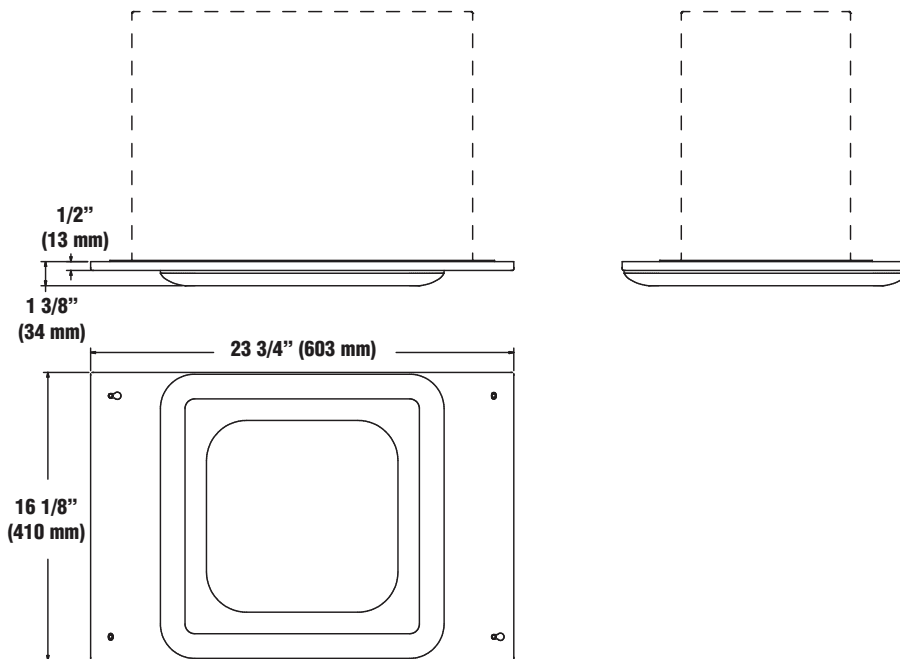
LED CANOPY LIGHT - LEGACY™ RECESSED SUPERKIT – (CRUSK RECU)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **CRUSK RECU SC LED HO 50 UE WHT**

Prefix	Distribution	Light Source	Drive Current	Color Temperature	Input Voltage	Finish	Options
CRUSK RECU (Recessed)	SC - Standard Symmetric	LED	VLW - Very Low Watt LW - Low Watt SS - Super Saver HO - High Output VHO - Very High Output	50 - 5000K	UE - Universal Voltage (120-277V) 347 - 480V	WHT - White BRZ - Bronze BLK - Black	None

DIMENSIONS



LIGHT OUTPUT - CRUSK RECU

		Lumens		Watts		LPW	
		SC	AC	SC	AC	SC	AC
Cool White	VLW - Very Low Watt	8842	–	79	–	112	–
	LW - Low Watt	10871	8746	88	83	124	105
	SS - Super Saver	13554	11518	114	111	119	104
	HO - High Output	18633	–	132	–	141	–
	VHO - Very High Output	22418	17262	159	157	141	110



Project Name _____ Fixture Type _____

Catalog # _____

03/23/16

Packet Pg. 122

LED CANOPY LIGHT - LEGACY™ DOUBLE DECK (CRUS - DDM)



For Use on Water-tight Plenum Canopies

US & Int'l. patents pending.

HOUSING - Low profile, durable die-cast, aluminum construction, providing a reliable weather-tight seal.

LEDS - Features an array of select, mid-power, high brightness, high efficiency LED chips; 5000K color temperature, 70 CRI (nominal).

DRIVE CURRENT - Choice of Very Low Wattage (VLW), Low Wattage (LW), Super Saver (SS), High Output (HO) or Very High Output (VHO).

OPTICS / DISTRIBUTION - Symmetrical, which directs light through a clear tempered glass lens, to provide a uniform distribution of light to vertical and horizontal surfaces.

OPTICAL UNIT - Features an ultra-slim 7/8" profile die cast housing, with a standard flat glass lens. Unit is water-resistant, sealed to an IP67 rating. Integral designed heat sink does not trap dirt and grime, ensuring cool running performance over the life of the fixture.

PRESSURE STABILIZING VENT - Luminaire assembly incorporates a pressure stabilizing vent breather to prevent seal fatigue and failure.

HAZARDOUS LOCATION - Designed for lighter than air fuel applications. Product is suitable for Domestic Class 1 Division 2, only when properly installed per LSI installation instructions (consult factory).

DRIVER - State-of-the-art driver technology superior energy-efficiency and optimum light output. Driver components are fully encased in potting for moisture resistance. Complies with IEC and FCC standards. 0-10 V dimming supplied standard with all drive currents.

DRIVER HOUSING - Die cast aluminum, wet location rated driver/electrical enclosure is elevated above canopy deck to prevent water entry, provide easy "knock-out" connection of primary wiring and contributes to attaining the lowest operating temperatures available. Seals to optical housing via one-piece molded silicone gasket.

OPERATING TEMPERATURE - -40°C to 50°C (-40°F to +122°F)

ELECTRICAL - Universal voltage power supply, 120-277 VAC, 50/60 HZ input. Drivers feature two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Scenario 1, Location Category C.

FINISH - Standard color is white and is finished with LSI's DuraGrip polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.

INSTALLATION - One person installation. No additional sealant required. Installs in a 12" or 16" deck pan. Deck penetration consists of a 11" square hole. Fixture is secured via 4 fasteners directly through frame and deck into structure members/beams.

SHIPPING WEIGHT - 22 pounds.

EXPECTED LIFE - Minimum 60,000 to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

WARRANTY - Limited 5-year warranty.

LISTING - UL and ETL listed to UL 1598, UL 8750 and other U.S. and International safety standards. Suitable for damp locations.

PHOTOMETRICS - Applications layouts are available upon request. Contact LSI Petroleum Lighting or petroleum.apps@lsi-industries.com.

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.



IP67



Project Name _____ Fixture Type _____

Catalog # _____

03/23/16

Packet Pg. 123

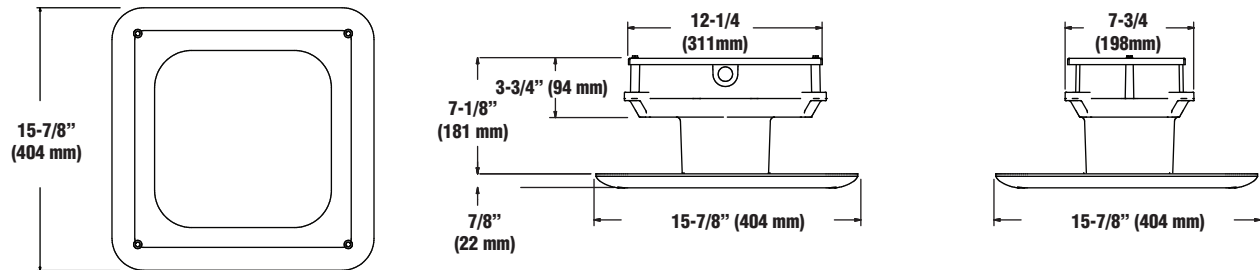
LED CANOPY LIGHT - LEGACY™ DOUBLE DECK (CRUS - DDM)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **CRUS DDM SC LED SS 50 UE WHT**

Prefix	Distribution	Light Source	Drive Current	Color Temperature	Input Voltage	Finish
CRUS DDM	SC - Standard Symmetric	LED	VLW - Very Low Watt LW - Low Watt SS - Super Saver HO - High Output VHO - Very High Output	50 - 5000K	UE - Universal Voltage (120-277V) 347 - 347V	WHT - White BRZ - Bronze BLK - Black

DIMENSIONS



LIGHT OUTPUT - CRUS DDM

		Lumens		Watts		LPW	
		SC	AC	SC	AC	SC	AC
Cool White	VLW - Very Low Watt	8842	-	79	-	112	-
	LW - Low Watt	10871	8746	88	83	124	105
	SS - Super Saver	13554	11518	114	111	119	104
	HO - High Output	18633	-	132	-	141	-
	VHO - Very High Output	22418	17262	159	157	141	110

LED Chips are frequently updated therefore values may increase.



Project Name _____ Fixture Type _____

Catalog # _____

03/23/16

Packet Pg. 124

LED SURFACE MOUNT - LEGACY™ (CRUS SM)



US & Int'l. patents pending.

HOUSING - One-piece, die-formed, aluminum housing with powder coated finish. One conduit knockout and four mounting holes. 2x2 housing is formed from zinc-coated steel.

LEDS - Features an array of select, mid-power, high brightness, high efficiency LED chips; 5000K color temperature, 70 CRI.

DRIVE CURRENT - Choice of Very Low Wattage (VLW), Low Wattage (LW), Super Saver (SS), High Output (HO) or Very High Output (VHO).

OPTICS / DISTRIBUTION - Symmetrical, which directs light through a glass lens to provide a uniform distribution of light to vertical and horizontal surfaces.

OPTICAL UNIT - Features an ultra-slim 7/8" profile die cast housing, with a standard flat clear or diffused glass lens. Unit is water-resistant, sealed to an IP67 rating. Integral designed heat sink does not trap dirt and grime, ensuring cool running performance over the life of the fixture.

PRESSURE STABILIZING VENT - Luminaire assembly incorporates a pressure stabilizing vent breather to prevent seal fatigue and failure.

DRIVER - State-of-the-art driver technology superior energy-efficiency and optimum light output. Driver components are fully encased in potting for moisture resistance. Complies with IEC and FCC standards. 0-10 V dimming supplied standard with all drive currents.

ADAPTOR PANEL - Die formed galvanized steel, with powder coat finish.

OPERATING TEMPERATURE - -40°C to 50°C (-40°F to +122°F)

ELECTRICAL - Universal voltage power supply, 120-277 VAC, 50/60 HZ input. Drivers feature two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Scenario 1, Location Category C.

FINISH - Standard color is white and is finished with LSI's DuraGrip polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.

INSTALLATION - Pre-assembled optical unit and mounting panel attaches to fixture housing via 4 fasteners. Driver is pre-mounted to back of optical assembly.

SHIPPING WEIGHT - 35 pounds.

EXPECTED LIFE - Minimum 60,000 to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

WARRANTY - Limited 5-year warranty.

PHOTOMETRICS - Applications layouts are available upon request. Contact LSI Petroleum Lighting or petroleum.apps@lsi-industries.com

LISTING - UL listed to UL 1598, UL 8750 and other U.S. and International safety standards. Suitable for wet locations. For a list of the specific products in this series that are DLC listed, please consult the LED Lighting section of our website or the Design Lights website at www.designlights.org.

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.



IP67



Project Name _____ Fixture Type _____
Catalog # _____

03/23/16

Packet Pg. 125

LED SURFACE MOUNT - LEGACY™ (CRUS SM)

LUMINAIRE ORDERING INFORMATION

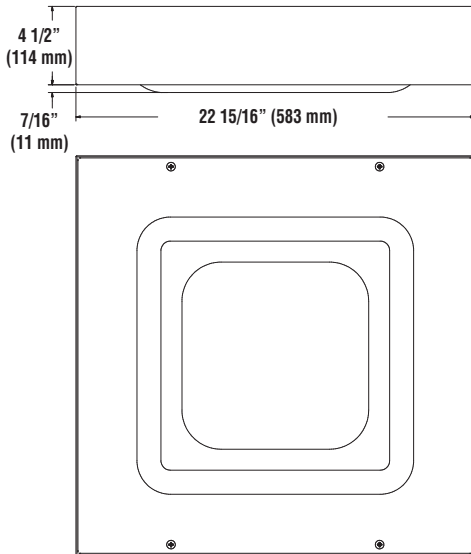
TYPICAL ORDER EXAMPLE: **CRUS SM SC LED VHO 50 UE WHT**

Prefix	Distribution	Light Source	Drive Current	Color Temperature	Input Voltage	Finish	Options
CRUS SM (Surface Mount)	SC - Standard Symmetric	LED	VLW - Very Low Watt LW - Low Watt SS - Super Saver HO - High Output VHO - Very High Output	50 - 5000K	UE - Universal Voltage (120-277V) 347-480 Volt	WHT - White BRZ - Bronze BLK - Black	DFL - Diffused Lens

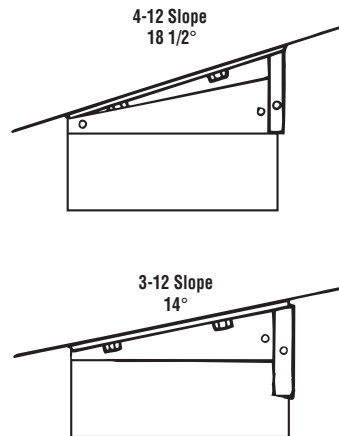
ACCESSORY ORDERING INFORMATION

Description	Order Number
SSA Slope Surface Adaptor	52152 CLR
2x2 Shallow Housing Only	545376
10' Toggle Cable Hanger	TCH10

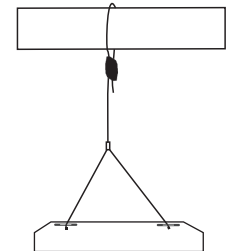
DIMENSIONS



SLOPE SURFACE ADAPTOR – SSA ACCESSORY



TOGGLE CABLE HANGER



LIGHT OUTPUT - CRUS SM

		Lumens		Watts		LPW	
		SC	AC	SC	AC	SC	AC
Cool White	VLW - Very Low Watt	8842	—	79	—	112	—
	LW - Low Watt	10871	8746	88	83	124	105
	SS - Super Saver	13554	11518	114	111	119	104
	HO - High Output	18633	—	132	—	141	—
	VHO - Very High Output	22418	17262	159	157	141	110

LED Chips are frequently updated therefore values may increase.



Project Name _____ Fixture Type _____

Catalog # _____

03/23/16

Packet Pg. 126

LED AREA LIGHTS - LSI SLICE SMALL (XLCS)



US & Int'l. patents pending

SMARTTEC™ - LSI drivers feature integral sensor which reduces drive current, when ambient temperatures exceed rated temperature.

EXPECTED LIFE - Minimum 60,000 hours to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

LEDS - Select high-brightness LEDs in Cool White (5000°K nominal), or Neutral White (4000°K nominal) color temperature, 70 CRI (nominal).

DISTRIBUTION/PERFORMANCE - Types FT and 5. Exceptional uniformity creates bright environment at lower light levels.

HOUSING - One-piece, die-formed aluminum housing contains factory prewired driver. Wiring access door (with safety lanyard) located underneath.

OPTICAL UNIT - Clear tempered flat glass lens permanently sealed to weather-tight aluminum optic frame (includes pressure-stabilizing breather). Optic frame recessed into housing cavity and sealed to the housing with one-piece EPDM gasket.

MOUNTING - Tapered rear design allows fixtures to be mounted in 90° and 120° configurations without the need for extension arms. Use with 3" reduced drilling pattern. A round pole plate is required for mounting to round poles. Wall mount available by ordering wall mounting bracket (BKS-XBO-WM-*CLR). See Accessory Ordering Information chart for all brackets.

ELECTRICAL - Two-stage surge protection (including separate surge protection built into electronic driver) meets Location Category C Low. Available with universal voltage power supply 120-277 VAC (50/60Hz input), and 347-480 VAC. Optional button-type photocells (PCI) are available in 120, 208, 240, 277 or 347 volt (supply voltage must be specified).

DRIVER - Available in SS (Super Saver) and HO (High Output) drive currents. Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed.

OPERATING TEMPERATURE - -40°C to +50°C (-40°F to +122°F)

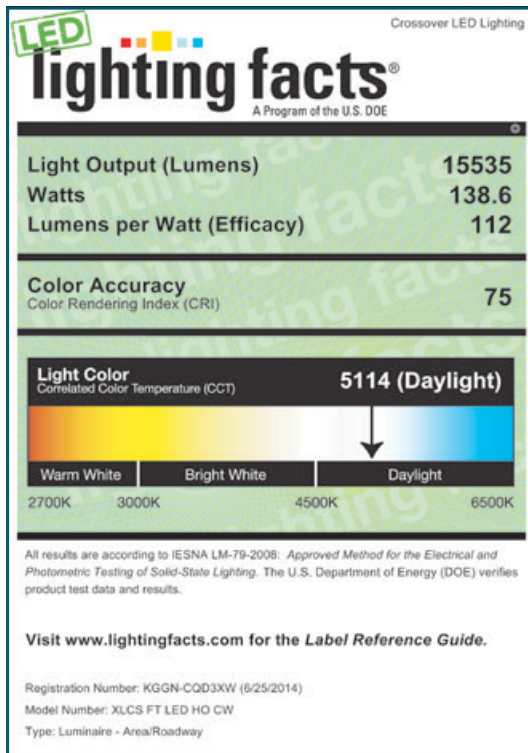
FINISH - Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Available in black, bronze and white. Other standard LSI finishes available. Consult factory.

WARRANTY - LSI LED fixtures carry a limited 5-year warranty.

PHOTOMETRICS - Please visit our web site at www.lsi-industries.com for detailed photometric data.

SHIPPING WEIGHT (in carton) - One fixture: 17.5 lbs. (7.9 kg). Packed two per carton: 30 lbs. (13.6 kg).

LISTING - UL listed to U.S. and international safety standards. Suitable for wet locations.



This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.



Fixtures comply with ANSI C136.31-2010 American National Standard for Roadway Lighting Equipment - Luminaire Vibration 1.5G requirements.

LIGHT OUTPUT - XLCS				
		Lumens (Nominal)		Watts (Nominal)
		Type FT	Type 5	
Cool White	SS	11400	11400	97
	HO	15500	15700	140
Neutral White	SS	9200	9300	97
	HO	12100	12200	140

LED AREA LIGHTS - LSI SLICE SMALL (XLCS)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **XLCS 5 LED SS CW UE BLK PCI120**

Prefix	Distribution	Light Source	Drive Current	Color Temperature	Input Voltage	Finish	Options
XLCS	5 - Type V FT - Forward Throw	LED	SS - Super Saver HO -High Output	CW - Cool White NW - Neutral White	UE - Universal Voltage (120-277V) 347-480 Universal Voltage (347-480V)	BLK - Black BRZ - Bronze WHT - White	Button Type Photocells PCI120 - 120V PCI208-277V - 208-277V PCI347 - 347V

LUMINAIRE EPA CHART - XLCS

	Single	0.4
	D180°	0.8
	D90°	0.6
	T90°	1.4
	TN120°	1.4
	Q90°	1.6

Note: House Side Shield adds to fixture EPA. Consult Factory.

ACCESSORY ORDERING INFORMATION

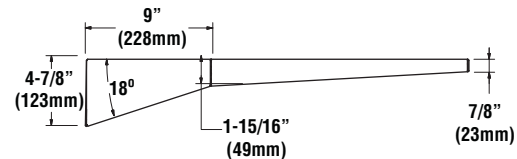
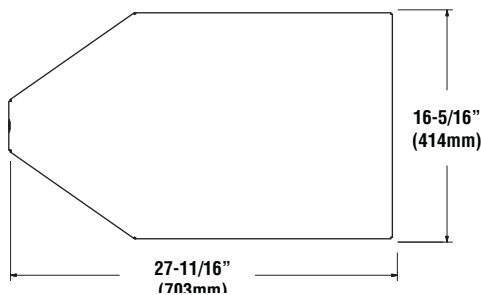
(Accessories are field installed)

Description	Order Number	Description	Order Number
BKS-XBO-WM-* -CLR Wall Mount Bracket	382132CLR	DFK208, 240 Double Fusing (208V, 240V)	DFK208, 240 ²
XLCS-FT-HSS House Side Shield (Black only)	C/F ¹	DFK480 Double Fusing (480V)	DFK480 ²
X4RPP Round Pole Plate for 4" Poles	379967CLR	FK347 Single Fusing (347V)	FK347 ²
X5RPP Round Pole Plate for 5" Poles	379968CLR		
FK120 Single Fusing (120V)	FK120 ²		
FK277 Single Fusing (277V)	FK277 ²		

FOOTNOTES:

- 1 - House Side Shields add to fixture EPA. Consult factory.
- 2 - Fusing must be located in the hand hole of pole.

DIMENSIONS



LED PATRIOT® WALL SCNCE (XPWS3)



DOE LIGHTING FACTS

Department of Energy has verified representative product test data and results in accordance with its Lighting Facts Program. Visit www.lightingfacts.com for specific catalog strings.

LIGHT OUTPUT - XPWS3						
		Distribution/Lumens (Nominal)				
Milliamps	# of LEDs	Type FT	Type WT	Type WW	Watts	
Cool White	350 mA	28	3100	3000	3200	34
		48	5100	5100	5200	55
	450 mA	28	3700	3600	3800	44
		48	6200	6100	6300	72
Neutral White	350 mA	28	2900	2900	3100	34
		48	4900	4800	4900	55
	450 mA	28	3500	3500	3700	44
		48	5800	5700	5800	72

LED Chips are frequently updated therefore values may increase.

Also available in traditional light sources

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.



IP65



US patent 7828456, 8002428 and CAN 2736757 & 2736757 and MX patent 29631 and ISRL 49679 and AUS 2008312668 and US & Int'l. patents pending

SMARTTEC™ -LSI drivers feature integral sensor which reduces drive current, when ambient temperatures exceed rated temperature

ENERGY SAVING CONTROL OPTIONS - DIM- 0-10 volt dimming enabled with controls by others.

OPTIONAL INTEGRAL MOTION SENSOR - Passive infrared motion sensor activates switching of luminaire light levels. High level light is activated when passersby enter target zone and increased to full bright in 1-2 seconds. Low light level (30% of maximum drive current) is activated when target zone is absent of motion activity for 5 minutes and is gradually ramped down (10 seconds) to low level. Sensor detection range 110° horizontal x 93° vertical x 10 meters maximum distance.

EXPECTED LIFE - Minimum 60,000 hours to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

LEDS - Available with 28 or 48 select high-brightness LEDs in Cool White (5000K nominal) or Neutral White (4000K nominal) color temperature, 70 CRI (nominal).

OPTICS/DISTRIBUTIONS - Ultra-high efficiency reflectors provide three distributions. Choose from Wide Throw (WT), Forward Throw (FT) or Wall Wash (WW).

HOUSING - One-piece die-cast aluminum housing is smoothly contoured rectangular shape. Mounting hardware is stainless steel or electro-zinc plated steel. Housing and optical unit are sealed with extruded silicone gasket; supply conductors with molded EPDM bushing.

OPTICAL UNIT - Clear tempered optical-grade flat glass lens sealed to the aluminum optic housing creates an IP65 rated unit. Pressure stabilizing breather allows super-tight protection while preventing cycling from building up internal pressures and vacuums that can stress optical unit seals.

WALL MOUNTING - Galvanized-steel universal wall mounting plate easily mounts directly to 4" octagonal or square junction box. EPDM gasket is supplied to be installed between mounting plate and junction box, sealing junction box from entrance of water. Universal plate permits fixture to be mounted in uplighting (indoor only) or downlighting position.

POLE MOUNTING - XPMA (for square) or XPMAR (for round) allows mounting to poles in single and D180 configurations. Use with 3" reduced drilling pattern.

ELECTRICAL - Two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Location Category C. Available with universal voltage power supply 120-277VAC (50/60Hz input) or 347-480VAC.

DRIVER - Available in 350mA and 450mA drive currents (Drive currents are factory programmed). Components are fully encased in potting material for IP65 moisture resistance. Driver complies with IEC and FCC standards. Driver can be easily accessed.

EMERGENCY OPTIONS - Optional integral emergency battery-back-up options are available. BB option operates in 0°C to 60°C ambient temperature and CWBB operates in -20°C to 60°C ambient temperature. When primary AC power failure occurs, both options operate 10 LEDs for minimum of 90 minutes.

OPERATING TEMPERATURE - -40°C to +50°C (-40°F to +122°F)

FINISH - Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling.

WARRANTY - LSI LED fixtures carry a limited 5-year warranty.

PHOTOMETRICS - Please visit our web site at www.lsi-industries.com for detailed photometric data.

SHIPPING WEIGHT (in carton) - 30 lbs./13.6Kg

LISTING - ETL listed to ANSI/UL1598, UL8750 and other U.S. and international safety standards. Suitable for wet locations in downlight position. Optional Class 1 Division 2 (groups A, B, C & D) hazardous location rating is available (Select HL option). For a list of the specific products in this series that are DLC listed, please consult the LED Lighting section of our website or the Design Lights website at www.designlights.org.

LED PATRIOT® WALL SCNCE (XPWS3)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **XPWS3 FT LED 48 450 CW UE WHT BB**

Prefix	Distribution	Light Source	# of LEDs	Drive Current	Color Temperature	Input Voltage	Finish	Options
XPWS3 - LED Patriot Wall Sconce	WT - Wide Throw FT - Forward Throw WW - Wall Wash	LED	28 48	350 - 350mA 450 - 450mA	CW - Cool White NW - Neutral White	UE - Universal Voltage (120-277) 347-480	BLK - Black BRZ - Bronze GPT - Graphite MSV - Metallic Silver PLP - Platinum Plus SVG - Satin Verde Green WHT - White	BB - Battery Back-up ¹ CWBB - Cold Weather Battery Back-up ¹ DIM - 0 - 10V dimming (from external signal) ² IMS - Integral Motion Sensor ² EMR2 - Two Emergency 12V Circuit Provisions with (2) 35 Watt Halogen Lamps ³ PCI 120 - Button Type Photocell PCI 208 - Button Type Photocell PCI 240 - Button Type Photocell PCI 277 - Button Type Photocell PCI 347 - Button Type Photocell HL - Class1, Division2, Hazardous Location Rating. ETL listed to UL844 ⁴ XPMA - Pole Mounting Adaptor w/fixture backplate for use with square poles ⁵ XPMAR4 - Pole Mounting Adaptor w/fixture backplate for use with 4" O.D. round poles ⁵ XPMAR5 - Pole Mounting Adaptor w/fixture backplate for use with 5" O.D. round poles ⁵

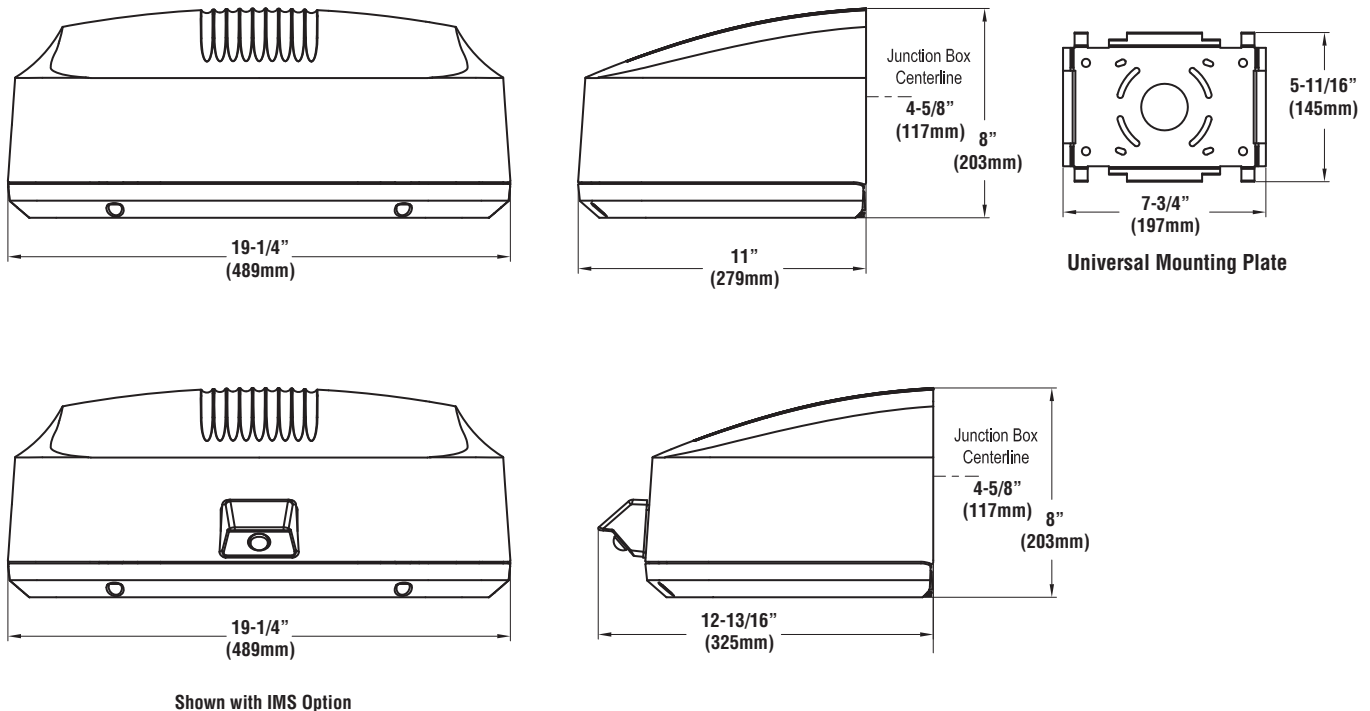
ACCESSORY ORDERING INFORMATION (Accessories are field installed)

Description	Order Number	Description	Order Number
XPWS3 Polycarbonate Shield	244657	DFK208, 240 - Double Fusing	DFK208,240 ⁶
XPWS3 SW BLK - Surface Wiring Box (Available in black only)	356915BLK	DFK480 - Double Fusing	DFK480 ⁶
FK120 - Single Fusing	FK120 ⁶	FK347 - Single Fusing	FK347 ⁶
FK277 - Single Fusing	FK277 ⁶		

FOOTNOTES:

- 1 - Available with UE voltage only. Not available with EMR2 or HL options.
- 2 - DIM and IMS cannot be ordered together.
- 3 - Utilizes GZ4 sockets. 12 volt separate circuits required. Not available with battery back-up, photocell option, HL, XPMA or XPMAR options.
- 4 - Not available with battery backup, photocell or EMR2 option.
- 5 - Not available with EMR2 option. Designed with 3" reduced drilling pattern. For S or D180 mounting configuration only.
- 6 - Fusing to be installed in a compatible junction box supplied by contractor.

DIMENSIONS



LED SOFFIT LIGHT (XSL2)



US patents D574994 & D595896 & 7828456 and US & Int'l. patents pending

EXPECTED LIFE - Minimum 60,000 hours to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

LEDS - Select high-brightness LEDs. Cool White 5000K color temperature, 69 CRI (nominal).

DRIVER CURRENT - Super saver (SS) - most economical and highest lumens per watt or High Output (HO) - highest output per initial dollar.

DISTRIBUTION/PERFORMANCE - Type S (Symmetric) or 5A (Type 5). Excellent uniformity with Bug rating of BU-UO-G1. Optional diffused lens available to reduce visibility of diodes

HOUSING/OPTICAL UNIT - Housing is die-formed aluminum with a gasketed clear tempered glass lens providing a water-resistant seal. Weather-tight aluminum enclosure contains factory prewired driver to ensure no water entry. Sealed optical unit containing LEDs rated IP67.

MOUNTING - Direct mounts with screws through the trim frame (standard). Optional channel bar kit available to suspend assembly from ceiling joists. 12" clearance required for ease of installation.

ELECTRICAL - Universal frequency power supply (50/60 Hz). Supply voltage must be specified for pre-wired thermal protectors.

DRIVER - State-of-the-art driver technology designed specifically for LSI LED light sources provides unsurpassed system efficiency. Driver will operate with input of 120/208/240/277V (50/60 Hz). Components are fully encased in potting material for moisture resistance. Driver complies with IEC and FCC standards.

OPERATING TEMPERATURE - -40°C to +50°C (-40°F to +122°F).

FINISH - Each fixture is finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling, and is guaranteed for five full years. Standard color is white.

WARRANTY - LSI LED fixtures carry a limited 5-year warranty.

PHOTOMETRICS - Application layouts are available upon request. Contact LSI Applications Group at lighting.apps@lsi-industries.com

LISTING - Listed to U.S. and Canadian safety standards. Suitable for damp locations.

Crossover® LED Lighting

lighting facts^{CM}

A Program of the U.S. DOE

Light Output (Lumens)	4957
Watts	62.2
Lumens per Watt (Efficacy)	79

Color Accuracy Color Rendering Index (CRI)	69
--	-----------

Light Color
Correlated Color Temperature (CCT)

5100 (Daylight)

2700K 3000K 4500K 6500K

All results are according to IESNA LM-79-2008: Approved Method for the Electrical and Photometric Testing of Solid-State Lighting. The U.S. Department of Energy (DOE) verifies product test data and results. Products qualified under the DOE ENERGY STAR® program have the ENERGY STAR mark on this label.

Visit www.lightingfacts.com for the Label Reference Guide.

Registration Number: KGGN-EDE2GE
Model Number: XSL2-S-LED-50-CW-UE
Type: Surface and pendant-mounted downlights

This "Lighting Facts Label" represents LSI's commitment, through participation in the Department of Energy's SSL Quality Advocates program, to accurately report performance criteria of our LED fixtures. **This label represents a single test of a single fixture. Input power below represents rated values for the family.** Color temperature and lumen output for each variation of this Crossover® fixture can be found in the ordering information below as well as at www.lightingfacts.com.

LIGHT OUTPUT - XSL2				
Clear Lens		Lumens	Watts	LPW
Type S	SS - Super Saver	6,193	60	103
	HO - High Output	8,348	86	97
Type 5A	SS - Super Saver	5,158	60	86
	HO - High Output	6,959	86	81
Diffused Lens		Lumens	Watts	LPW
Type S	SS - Super Saver	5,752	60	96
	HO - High Output	6,751	87	78
Type 5A	SS - Super Saver	4,393	60	73
	HO - High Output	5,842	87	67

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.



IP67



Suitable for damp locations



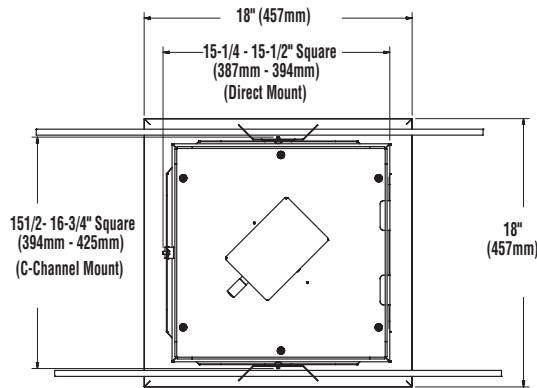
LED SOFFIT LIGHT (XSL2)

PRODUCT ORDERING INFORMATION

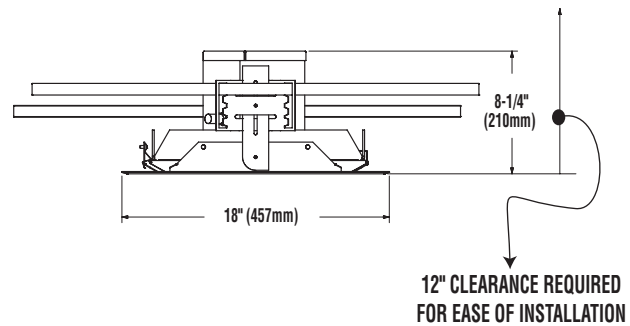
TYPICAL ORDER EXAMPLE: **XSL2 S LED 50 SS CW 120 WHT CMT**

Prefix	Distribution	Light Source	# of LEDs	Drive Current	Color Temperature	Input Voltage	Finish	Options
XSL2 - Soffit Light	S - Symmetric 5A - Type 5	LED	50	HO - High Output SS - Super Saver	CW - Cool White (5000° K nom.)	120 208 240 277 347	WHT - White	CMT - Channel Bar Mounting Kit DM - Direct Mount DFL - Diffused Lens

DIMENSIONS

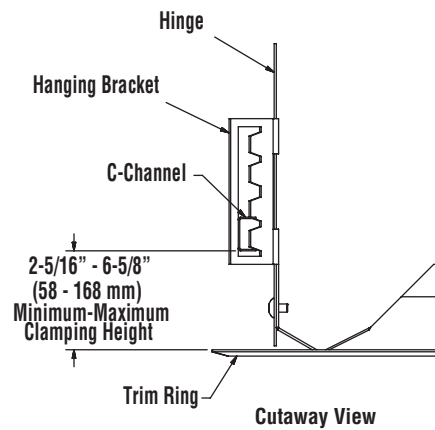


TOP VIEW

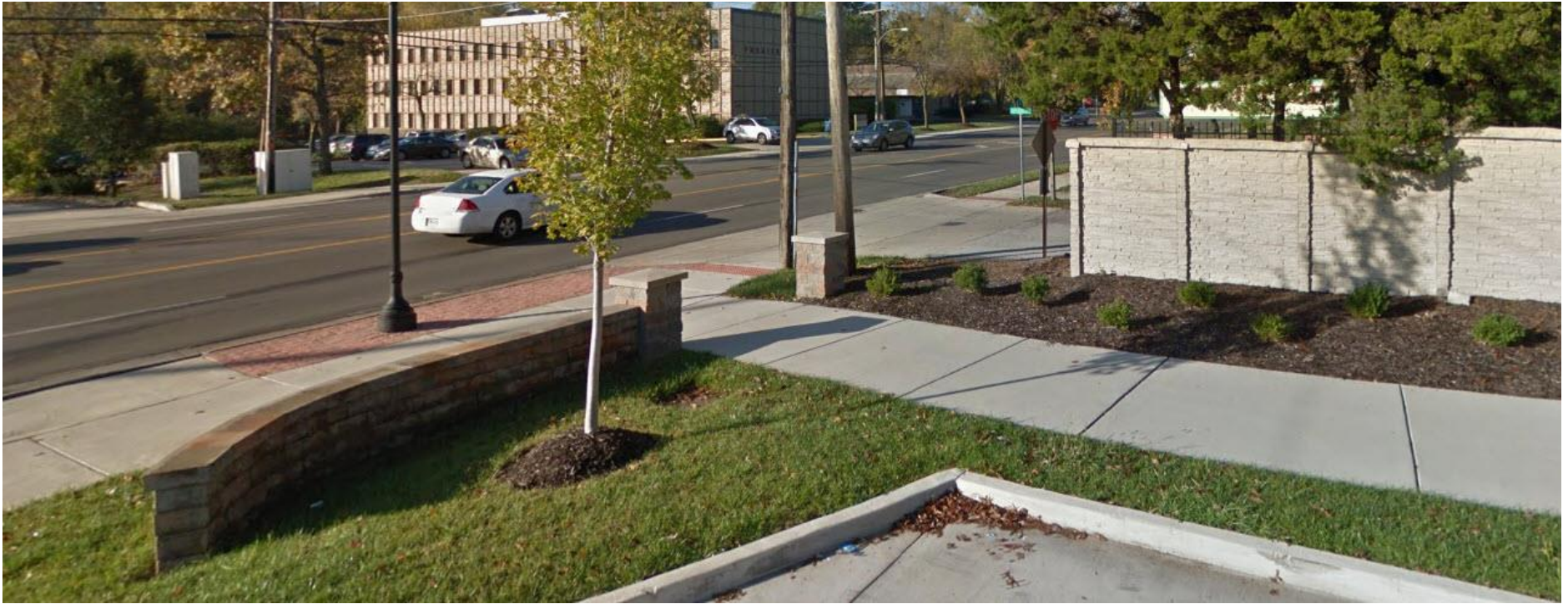


SIDE VIEW
(Channel Mount Shown)

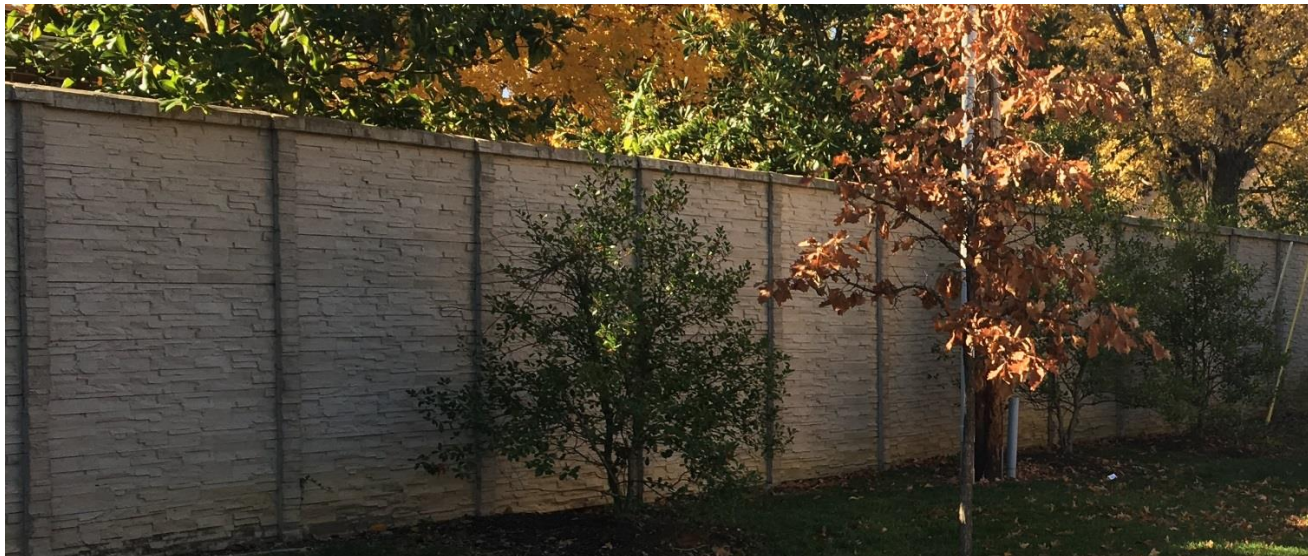
SHIPPING WEIGHT - 14 lbs. (6.4kg)



Cutaway View



ARTISAN FENCE



TRASH ENCLOSURE

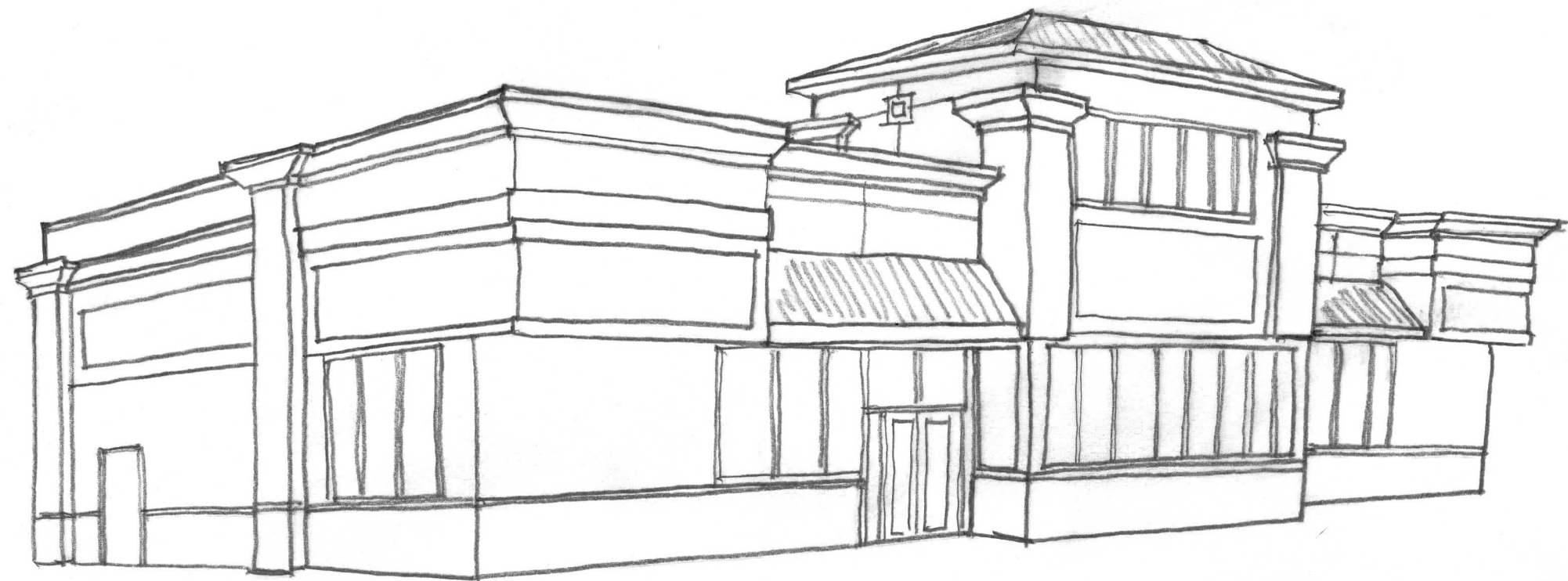
6.1.c



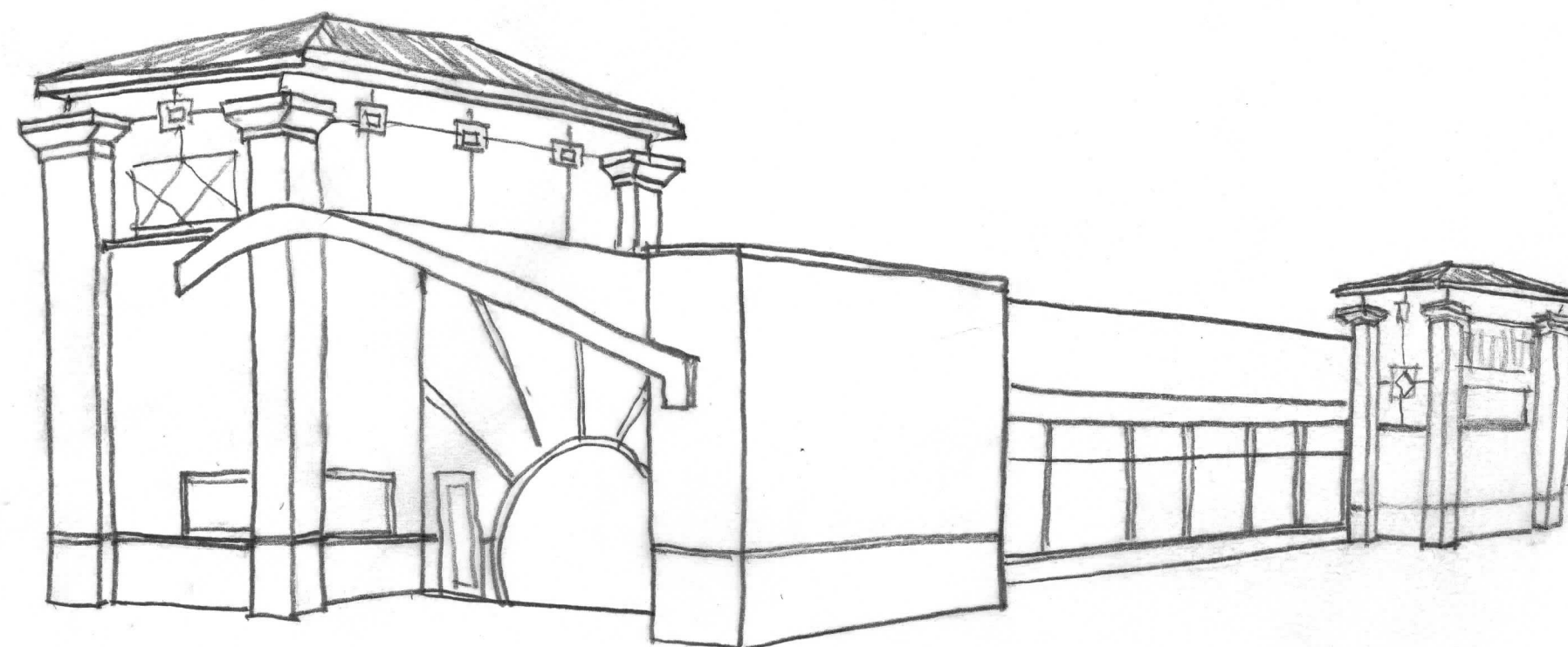
Attachment: Reports and Exhibits Received November 11-27-2017 (16-031 Mobil on the Run and Brite

STAMPED CONCRETE



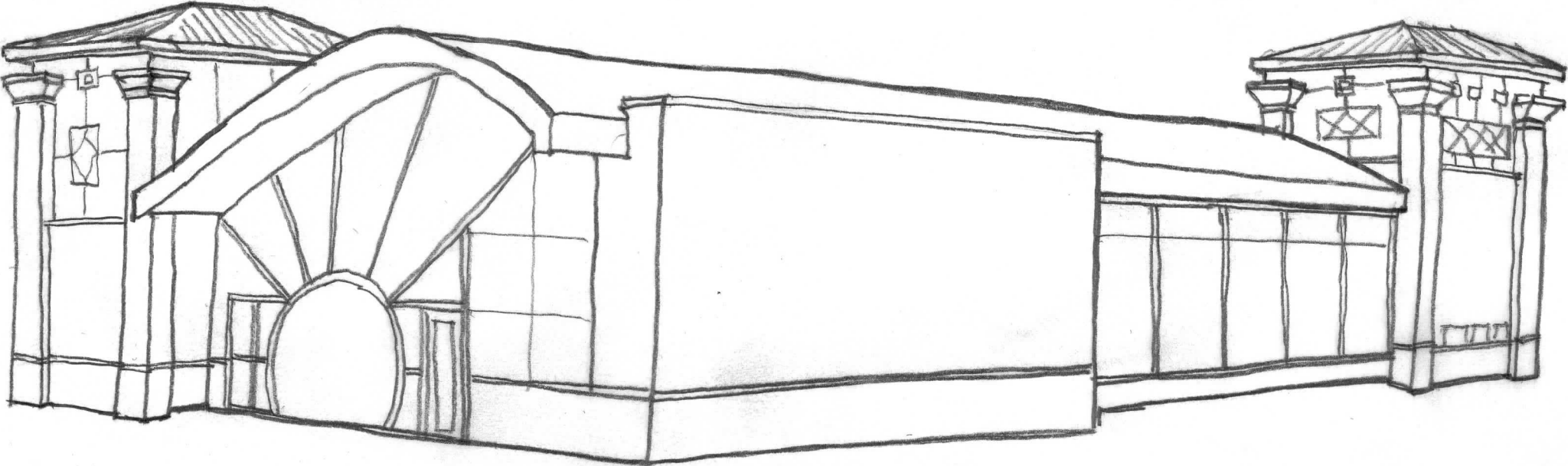


STORE



ENTRY END - LOOKING FROM OLIVE BLVD





EXIT END - LOOKING TOWARD OLIVE BLVD

BILL NO. _____

ORDINANCE NO. _____

AN ORDINANCE AUTHORIZING THE REZONING OF 11127-11141 OLIVE BOULEVARD FROM C SINGLE FAMILY RESIDENTIAL TO GC-GENERAL COMMERCIAL AND ISSUANCE OF A NEW CONDITIONAL USE PERMIT, AND SITE DEVELOPMENT PLAN APPROVAL OF A MOBIL ON THE RUN CONVENIENCE STORE WITH GAS PUMPS AND BRITEWORX CAR WASH FACILITY LOCATED AT 11109-11141 OLIVE BOULEVARD & 11100-11114 OAK LAKE COURT

WHEREAS, Gasoline Stations with Convenience Stores (NAICS #447110) and Car Wash Facilities (NAICS #811192) are conditional uses in the GC-General Commercial District; and

WHEREAS, Kevin Kamp, of Civil & Environmental Consultants, Inc. has submitted an application on behalf of Wallis Companies (Arch Energy, LLC), for the rezoning of 11127, 11135 & 11141 Olive Boulevard, from C-Single Family Residential District to GC-General Commercial District, and for a Conditional Use Permit, Site Development Plan and Boundary Adjustment for a new Mobil on the Run convenience store with gas pumps and BriteWorx Car Wash facility encompassing 11109-11135 Olive Boulevard and 11100-11114 Oak Lake Court.; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, December 5, 2016, beginning at 6:30 p.m., and continued on December 4, 2017, beginning at 6:30 p.m. or immediately following the close of the previous public hearing, on said application for the conditional use permit as provided by Section 405.1070(D)(2); and

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

WHEREAS, the Planning and Zoning Commission reviewed and, by a _____ vote, recommended approval of the conditional use permit and site plan, subject to the conditions contained herein, at its meeting on December 4, 2017; and

WHEREAS, all parties desiring to be heard, either for or against said application, were given an opportunity to be heard, and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the Council; and this Bill having been read by title in open meeting two times before final passage by the City Council, and

WHEREAS, the City Council finds that the application and evidence presented clearly indicate that the proposed conditional use, when subject to certain conditions set forth herein:

1. Will contribute to and promote the community welfare and convenience at the specific location.
2. Will not cause substantial injury to the value of neighboring property.
3. Meets the applicable provisions of the City's Comprehensive Plan and any applicable neighborhood or sector plans and complies with other applicable zoning district regulations and provisions of this Chapter, unless good cause exists for deviation therefrom.
4. Will be compatible with the surrounding area and thus will not impose an excessive burden or have a substantial negative impact on surrounding or adjacent users or on community facilities or services.

BILL NO. _____

ORDINANCE NO. _____

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

Section 1: Authorizes the rezoning of the properties at 11127, 11135 & 11141 Olive Boulevard, currently zoned C Single Family Residential, to GC General Commercial..

Section 2: A Conditional Use Permit is authorized to be issued pursuant to Section 4 hereof for the operation of a Mobil on the Run Gas Station with Convenience store with 16 gas pumps and Briteworx car wash facility with 11 outdoor vacuum stations located at 11109-11135 Olive Boulevard & 11100-11114 Oak Lake Court:

A tract of land being Part of Lots 1, 2, and 3 of "Oak Lake Estates", recorded in Plat Book 92, Page 3 of St. Louis County Records, and Part of Lots 3, 4 and 5 of the subdivision of the Farm of S. S. Matson, being part of U.S. Survey 1962, Township 45 North, Range 5 East of the Fifth Principal Meridian, St. Louis County, Missouri, more particularly described as follows:

Commencing at the intersection of the East line of a tract of land conveyed to Halliburton and Kohring, by deed recorded in Book 7558, Page 658 of said records with the North line of Olive Boulevard as widened by document recorded in Book 5112, Page 66 of said records, said point being 45.00 feet perpendicular distance North of Missouri State Highway 340 (variable width), also known as Olive Boulevard centerline station 179+55.77; thence along the said East line and along the East line of a tract of land conveyed to Pfortmiller by deed recorded in Book 11682, Page 2248 of said records, North 29 degrees 19 minutes 07 seconds West, 185.70 feet to the corporate limit line of the City of Creve Coeur; thence along said line the following courses and distances; thence North 60 degrees 01 minutes 53 seconds East, 100.29 feet to the POINT OF BEGINNING of the tract herein described; thence continuing along the corporate limit line of the City of Creve Coeur, North 60 degrees 01 minutes 53 seconds East, 200.09 feet; thence North 59 degrees 51 minutes 43 seconds East, 104.63 feet; thence along a curve to the right, the chord of which bears North 68 degrees 42 minutes 21 seconds East, 247.12 feet and the radius point of which bears South 30 degrees 08 minutes 17 seconds East, 803.69 feet from the last mentioned point, an arc distance of 248.11 feet to the West line of Schulte Road (variable width); thence along said West line Schulte Road, as described in Book 7631, Page 1576 of said records, the following courses and distances; thence South 29 degrees 19 minutes 28 seconds East, 91.74 feet; thence South 85 degrees 20 minutes 52 seconds West, 5.50 feet; thence South 29 degrees 19 minutes 28 seconds East, 83.77 feet; thence along a curve to the right, the chord of which bears South 24 degrees 59 minutes 17 seconds West, 32.49 feet and the radius point of which bears South 60 degrees 40 minutes 32 seconds West, 20.00 feet from the last mentioned point, an arc distance of 37.92 feet to a point being 45.00 feet perpendicular distance North of Olive Boulevard centerline station 185+63.34; thence along the aforesaid North right-of-way line of Olive Boulevard, being 45.00 feet perpendicularly distant north of and parallel to the centerline of said Olive Boulevard, the following courses and distances; thence along a curve to the left, the chord of which bears South 72 degrees 34 minutes 52 seconds West, 178.13 feet and the radius point of which bears South 10 degrees 41 minutes 58 seconds East, 761.20 feet from the last mentioned point, an arc distance of 178.54 feet to a point; thence South 61 degrees 53 minutes 32 seconds West, 154.64 feet; and thence South 59 degrees 51 minutes 43 seconds West, 189.15 feet; thence leaving said North right-of-way line, North 29 degrees 19 minutes 07 seconds West, 185.61 feet to the POINT OF BEGINNING, containing 2.380 acres, more or less.

And,

BILL NO. _____

ORDINANCE NO. _____

A tract of land being Part of Lots 1, 2, and 3 of "Oak Lake Estates", recorded in Plat Book 92, Page 3 of St. Louis County Records, and Part of Lots 3, 4 and 5 of the Subdivision of the Farm of S. S. Matson, being Part of U.S. Survey 1962, Township 45 North, Range 5 East of the Fifth Principal Meridian, St. Louis County, Missouri, more particularly described as follows:

Commencing at the intersection of the East line of a tract of land conveyed to Halliburton and Kohring, by deed recorded in Book 7558, Page 658 of said records with the North line of Olive Boulevard as widened by document recorded in Book 5112, Page 66 of said records, said point being 45.00 feet perpendicular distance North of Missouri State Highway 340 (variable width), also known as Olive Boulevard centerline station 179+55.77; thence along the said East line and along the East line of a tract of land conveyed to Pfortmiller by deed recorded in Book 11682, Page 2248 of said records, North 29 degrees 19 minutes 07 seconds West, 185.70 feet to the corporate limit line of the City of Creve Coeur; thence along said line North 60 degrees 01 minutes 53 seconds East, 100.29 feet to the POINT OF BEGINNING of the tract herein described, said point being on the corporate limit line of the City of Creve Coeur; thence North 29 degrees 19 minutes 07 seconds West, 125.13 feet; thence North 59 degrees 56 minutes 12 seconds East, 200.00 feet; thence North 17 degrees 19 minutes 15 seconds East, 1.05 feet to the South line of Oak Lake Court, 50 feet wide; thence along said South line of Oak Lake Court, 50 feet wide, the following courses and distances; thence along a curve to the left, the chord of which bears North 86 degrees 27 minutes 24 seconds East, 213.69 feet and the radius point of which bears North 17 degrees 19 minutes 15 seconds East, 300.00 feet from the last mentioned point, an arc distance of 218.49 feet; thence North 65 degrees 35 minutes 32 seconds East, 138.44 feet; thence along a curve to the right, the chord of which bears South 71 degrees 51 minutes 58 seconds East, 27.05 feet and the radius of which bears South 24 degrees 24 minutes 28 seconds East, 20.00 feet from the last mentioned point, an arc distance of 29.70 feet to the West line of Schulte Road (variable width); thence along said West line Schulte Road, as described in Book 7631, Page 1576 of said records, South 29 degrees 19 minutes 28 seconds East, 34.48 feet to the aforementioned corporate limit line of the City of Creve Coeur; thence along said line the following courses and distances; thence along a curve to the left, the chord of which bears South 68 degrees 42 minutes 21 seconds West, 247.13 feet and the radius point of which bears South 12 degrees 27 minutes 00 seconds East, 803.69 feet from the last mentioned point, an arc distance of 248.11 feet; thence South 59 degrees 51 minutes 43 seconds West, 104.63 feet; thence South 60 degrees 01 minutes 53 seconds West, 200.09 feet to the POINT OF BEGINNING, containing 1.009 acre, more or less.

Section 3: The Conditional Use Permit granted shall be subject to all applicable statutes, ordinances, rules and regulations, and the following conditions:

1. The Conditional Use Permit shall be for the operation of a 4,800 square foot new 24-hour Mobil on the Run Gas Station with convenience store, with 16 gas pumps, and a 4,460 Car Wash Facility with 11 outdoor vacuums located at 11109 – 11135 Olive Boulevard, and 11100, 11108, and 11114 Oak Lake Court
2. The existing home at 11141 Olive Boulevard shall be removed and the site cleared to be in compliance with the zoning ordinance for buffering adjacent to residentially zoned property.
3. The Car Wash Hours of operation, including the vacuums shall be 7 AM to 9 PM, seven days a week.
4. The Applicant is required to submit Grading and Site Improvement Plans, showing all exterior improvements, for all new construction to the Division of Planning for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Grading and Site Improvement Plans shall be in substantial conformance with the Site Development Plans and the Landscape Plan submitted on

BILL NO. _____

ORDINANCE NO. _____

November 27, 2017 as bound together and submitted in conjunction with Application #16-031 by CEC Civil & Environmental Consultants, Inc., and as amended below.

5. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the "Exterior Elevations" submitted on November 27, 2017 as bound together and submitted in conjunction with Application #16-031 by CEC Civil & Environmental Consultants, Inc., and as amended below.
6. The Landscape Plan shall be revised to provide additional plantings along Schulte Road and Olive Boulevard, as well as along the west property line, and relocate the knee walls further inward with the plantings on the public view for the Zoning Administrator's approval to meet with the City's Comprehensive Plan and Design Guidelines as well as Sections 405.540 and 405.810 of the Zoning Ordinance as discussed in the Staff Report for December 4th Planning and Zoning Commission Meeting.
7. An underground irrigation system shall be installed and maintained to serve all new landscaped areas. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt manner.
8. The fence line shall end in line with the northwest corner of the car wash facility, and the upright evergreen landscaped hedge shall be carried around to provide sufficient screening of the entrance.
9. The site development plan drawings for the car wash and gas station with convenience store shall be revised to show a 30 foot buffer yard where it abuts a single family residential district.
10. The site development plans shall be revised to provide a minimum of 8 feet of sidewalk adjacent to the building, with a minimum 4 foot clearance between the vacuums and the building to meet with the regulations of Section 405.730 Sidewalks and City's Design Guidelines.
11. The Applicant shall bring the signal at Schulte Road and Olive Boulevard to the ADA Compliance on all four legs of the intersection, and that an additional signal head is required for the southbound through movement that can be mounted overhead on the existing mast arm or on a pedestal in the median island at the northbound approach, per MoDOT and St. Louis County's recommendations and approval.
12. Copies of MoDOT and St. Louis County approval based on the approved plans shall be provided prior to the issuance of a Site Improvement Permit or Building Permits from the City.
13. Employee parking, delivery and company vehicles shall be parked interior to the site and as far from the public right-of-way as possible.
14. Outdoor storage and display of merchandise shall be prohibited.
15. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code. Specifically, no temporary signs, including window signs, shall be placed on the car wash building.
16. All lighting shall comply with Section 405.680 Lighting of the Zoning Ordinance.
17. A revised sound study shall be provided based on the final site development plans prior to final action by the City Council.
18. Noise levels shall meet with the St. Louis County standards.
19. Any mechanical equipment installed for the site shall be properly screened with approved materials.
20. Any future enlargement, extension, expansion or alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or alteration may be issued.

BILL NO. _____

ORDINANCE NO. _____

21. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
22. No conditional use permit granted by the City Council shall be valid for a period longer than one year from the date it grants the conditional use permit, unless within such period: (1) a building permit is obtained and construction is begun; or (2) if a building permit is not required, an occupancy permit is obtained and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the conditional use permit is scheduled to expire.
23. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to be bound by the approved Site Development Plan for the property and the conditions herein set forth, and written confirmation thereof signed by the new owner or lessee shall be filed with the City at the time of such transfer or lease. Failure to comply with this provision shall not excuse anyone from these conditions.

Section 4: The City Administrator of the City of Creve Coeur is hereby authorized and directed to issue a Conditional Use Permit in accordance with the provisions of this ordinance, said permit to expressly provide for the conditions and stipulations hereinabove set out in Section 3 of this ordinance. Exercise of the rights granted pursuant to the issued permit shall constitute acceptance of all conditions and stipulations set forth herein.

Section 5: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2017.

ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2017.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN, MPCC
CITY CLERK

Attachment: 16-031.Draft Ordinance.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



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

**APPLICATION TO PLANNING AND ZONING COMMISSION
#16-031 FOR THE REZONING, CONDITIONAL USE PERMIT, AND SITE
DEVELOPMENT PLAN AND BOUNDARY ADJUSTMENT APPROVAL OF A
MOBIL ON THE RUN CONVENIENCE STORE WITH GAS PUMPS AND
BRITWORX CAR WASH FACILITY LOCATED AT 11109-11141 OLIVE
BOULEVARD & 11100-11114 OAK LAKE COURT, CURRENTLY ZONED GC
GENERAL COMMERCIAL AND C SINGLE FAMILY RESIDENTIAL**

FOR THE MEETING OF: Monday, December 5, 2016

LOCATION: 11109 – 11141 Olive Boulevard, and 11100, 11108, and 11114 Oak Lake Court, including portions of unincorporated St. Louis County, at the northwest corner of Schulte Road, and Olive Boulevard.

REQUEST: Kevin Kamp, of Civil & Environmental Consultants, Inc. has submitted an application on behalf of Wallis Companies (Arch Energy, LLC), for the rezoning of 11127, 11135 & 11141 Olive Boulevard, from C-Single Family Residential District to GC-General Commercial District, and for a Conditional Use Permit, Site Development Plan and Boundary Adjustment for a new Mobil on the Run convenience store with gas pumps and BriteWorx Car Wash facility encompassing 11109-11141 Olive Boulevard and 11100-11114 Oak Lake Court.

ADDITIONAL INFORMATION: The Applicant will also be submitting to St. Louis County for review and approval of the proposed uses for the portions of these properties located within Unincorporated St. Louis County. Section 405.360 GC-General Commercial District generally requires a minimum area of five acres, but not if expanding an existing GC District, and the existing Mobil Station at 11109 Olive Boulevard is already zoned GC-General Commercial. The proposal is 3.92 acres and is adjacent to an existing property zoned GC District. Gasoline Stations with Convenience Stores (NAICS #447110) and Car Wash Facilities (NAICS #811192) are conditional uses in the GC District. The existing Mobil was originally developed in 1984.

Key Issues:

- Does the request integrate with the existing surrounding uses?
- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request meet with the minimum standards of the proposed GC-General Commercial?
- Is the request consistent with the required findings for a conditional use permit?

Comp. Plan References

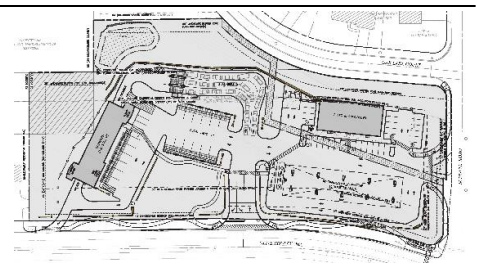
- East Olive Corridor Action Area

Zoning Code References

- Section 405.210: Regulation of Uses, Table A
- Section 405.360 GC-General Core Business District
- Section 405.470 Conditional Uses
- Section 405.1060 Zoning Changes and Text Amendments

APPLICANT: Kevin Kamp
Civil & Environmental Consultants, Inc.
4848 Park 370 Boulevard, Suite F
Hazelwood, MO 63042

PROPERTY Wallis Companies (Arch Energy, LLC)
OWNER: 106 East Washington
Cuba, MO 65453



REPORT PREPARED BY: Jason Jaggi, AICP, Director of Community Development; Whitney Kelly, AICP, City Planner
DATE: 12/1/2016
ATTACHMENTS: Applicant's Materials received November 4, 2016
Traffic Impact Study from CBB
City's Consulting Traffic Engineer Memo
Sound Study submitted November 4, 2016
Public Comment

SCOPE OF REVIEW AND STAFF ANALYSIS

The focus of this staff report is to provide an analysis and findings on the most significant aspects of these applications for the proposed development as they relate to the request for rezoning, compatibility with the Comprehensive Plan, Design Guidelines and Zoning Ordinance. Staff is of the opinion that it would be most useful for the Commission and the public to review the broader aspects of this proposal with the Applicant so that further direction can be provided.

SUMMARY OF PROPOSAL

Kevin Kemp, of Civil & Environmental Consultants, Inc., on behalf of Wallis Companies, has submitted a request for the following:

- Rezone the 11127, 11135 & 11141 Olive Boulevard properties in the City of Creve Coeur from C-Single Family Residential District to GC-General Commercial District.
- Conditional Use and Site Development Plan approval for a 4,800 square foot new 24-hour Mobil on the Run Convenience Store located on the former Oak Lake Court parcels, with 20 pump Gas Station on the existing 11109 Olive Boulevard gas station site and a 5,128 square foot BriteWorx Car Wash with 17 outdoor vacuum stations on the 11127, 11135 & 11141 Olive Boulevard properties that has proposed hours of operation of 7 AM to 9 PM.
- Boundary adjustment approval to consolidate 11109 – 11141 Olive Boulevard, and 11100, 11108, and 11114 Oak Lake Court into one 3.92 acre parcel.

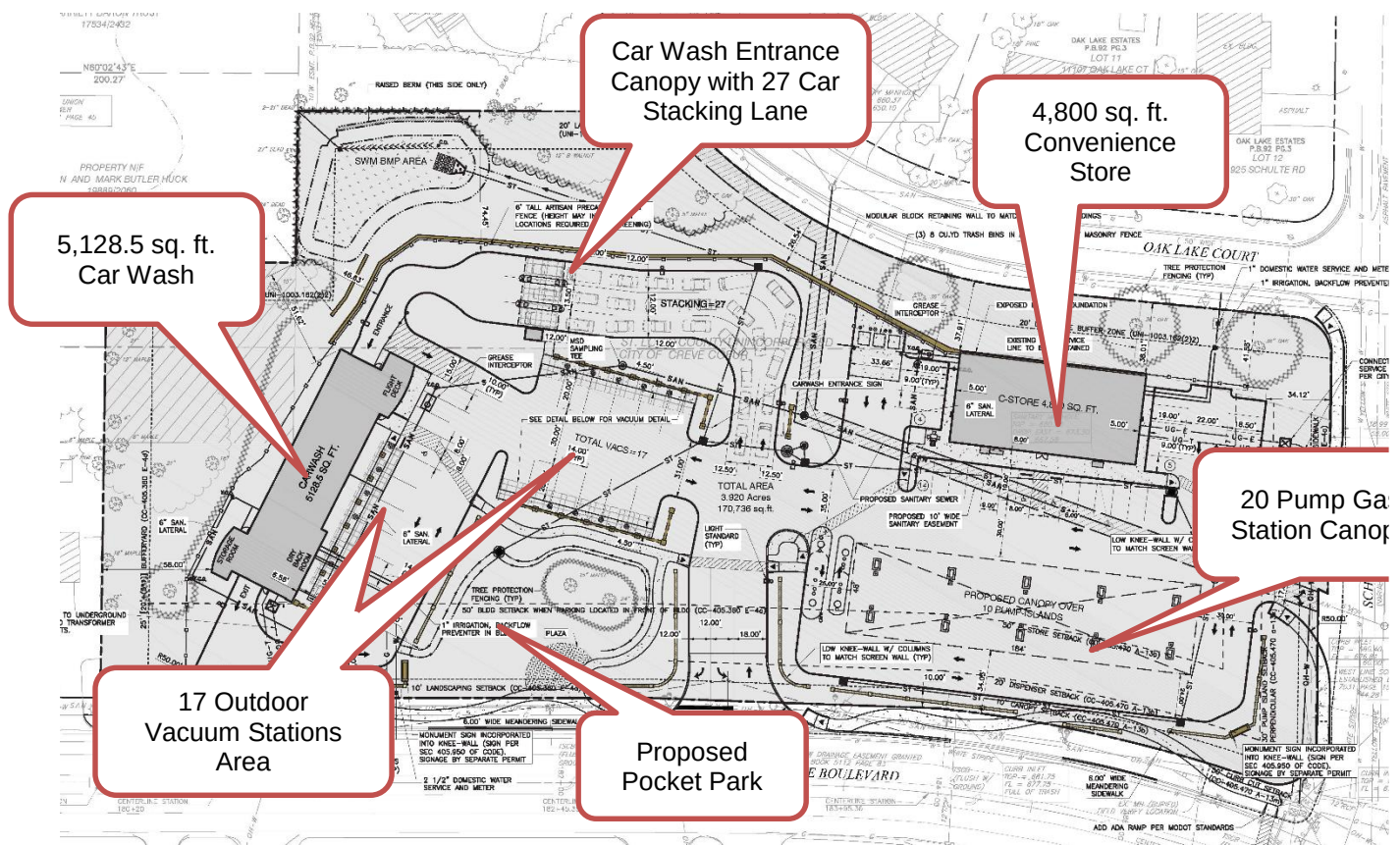


Figure 1: Close-up of the Applicant's Site Development Plan



Figure 2: South Elevation of the Convenience Store

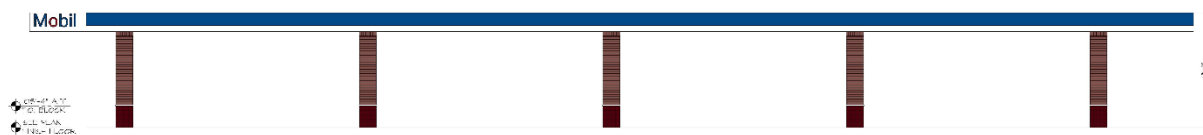


Figure 3: South Elevation of the Gas Pumps Canopy

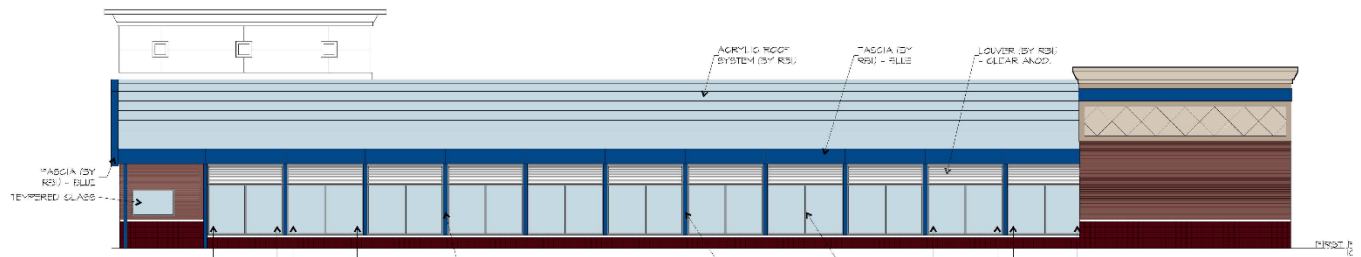


Figure 4: West Elevation of the Car Wash Facility

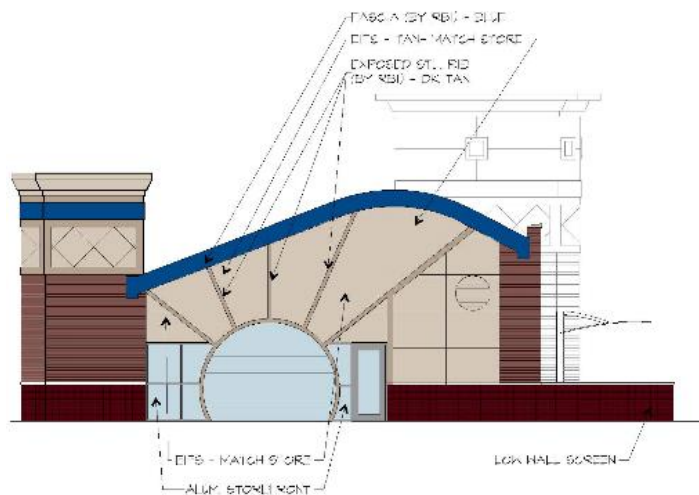


Figure 5: South Elevation of the Car Wash Facility

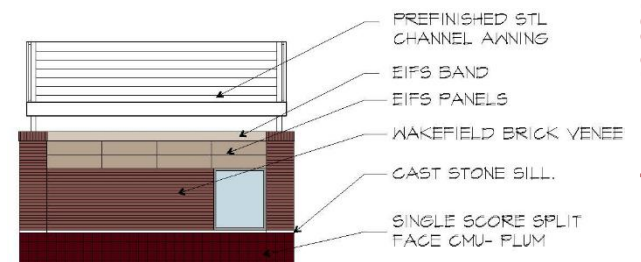


Figure 6: South Elevation of the Vacuum Stations

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Residential	Unincorporated St. Louis County C8 Planned Commercial; R3 Residential	Partial Oak Lake Court
South	Complete Music, Masonic Lodge; Residential Structures used for offices	Partial GC General Commercial; C Single Family Residential	Olive Boulevard
East	Gas Station with Car Wash	GC General Commercial	Schulte Road
West	Residential	Partial C Single Family Residential; A Single Family Residential	NA

COMPREHENSIVE PLAN REVIEW

The subject property is located in the East Olive Corridor of the Comprehensive Plan that envisions an area of small businesses with a residential neighborhood character, with substantial green spaces and with landscaping for a “green line” park that gives the impression of driving or walking through a park along Olive Boulevard (page 51). The Residential Preservation and Economic Development Section discusses that the land uses envisioned for this corridor include small-scale retail, office, single-family, multi-family, and parks and recreation uses with the following policies, which are most applicable to the nature of this request (Pages 52-53):

- 1. Preserve and protect single-family residential areas from intrusions of non-residential uses. Limit commercial and non-single family uses to Olive Boulevard. Limit retail uses to a size and scale designed to provide goods and services to the Creve Coeur market rather than to a regional market.*
- 3. Maintain this area with a residential character, even when homes are converted or replaced by business uses. New development or redevelopment should be compatible with the low-density residential character of the corridor, as discussed below.*
- 4. Protect existing healthy, larger trees during the development or redevelopment process.*
- 5. All elevations of new construction or redevelopment should maintain the overall character of the existing residential structure or area. Emphasis should be given to compatible door, window and other opening location, size and scale.*
- 7. All new development or redevelopment of non-residential uses should comply with the Creve Coeur Design Guidelines. The City's Design Guidelines should be strengthened for this area to ensure that building scale, height, shape, and volume will be compatible with residential structures. Illustrations should be added to depict acceptable building design features.*
- 8. Mechanical equipment should be located so as not to be visible from any public ways or adjacent residential areas. Where such limitation is not possible, the facilities should be screened from public view with materials compatible with the building. The backs or sides of buildings adjacent to residential areas should be designed so as to cover utility boxes and meters, have architectural treatment of facades similar to the front façade, incorporate landscaping, strips or other buffers (low walls, ornamental fencing and incorporate opaque screening of dumpsters and mechanical equipment.*
- 9. Mitigate the impact of non-residential uses on residential area through heavy landscaping and other buffers.*
- 10. New buildings should have setbacks consistent with surrounding established residential patterns and provide a sidewalk and landscape treatment in the front of buildings. New development should be designed to provide connections to the “green line” park linear greenway.*

15. Operational compatibility standards should be adopted and enforced to control noise, lighting, the placement of outdoor vending machines, and hours of operation, particularly for commercial uses near residential areas.

Further, the Comprehensive Plan provides recommendations of key properties along the East Olive Corridor. The subject properties lie largely in East Olive Corridor Key Property Area 2, with a small portion in Key Area 1 as shown below:

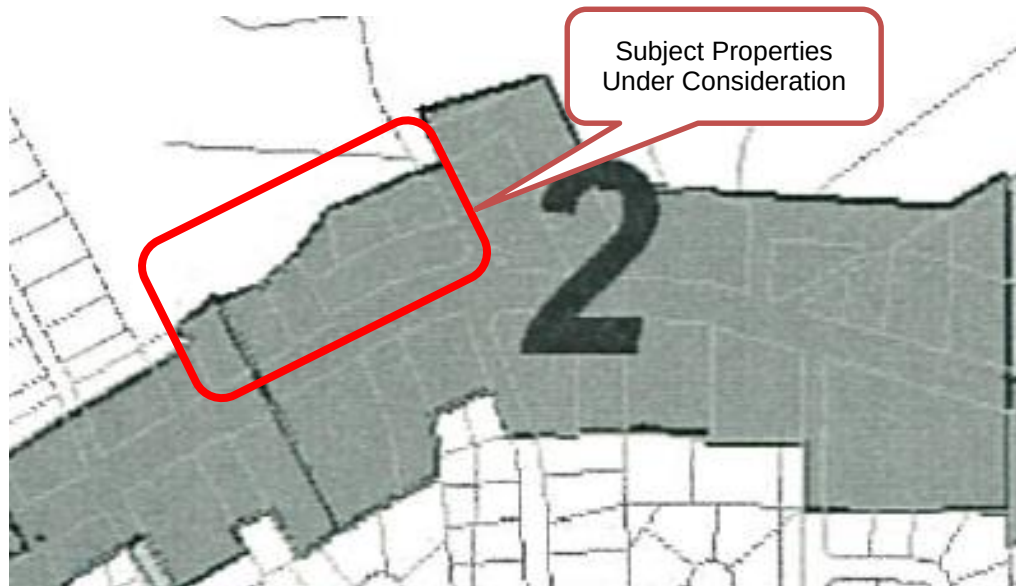


Figure 7: Close-up of the East Olive Corridor Key Properties Map of the Comprehensive Plan found on Page 55, with the subject properties boxed in red.

East Olive Corridor Key Property Area 2 recommends that as redevelopment and new investment occurs, the area will be encouraged to remain commercial, with uses limited to neighborhood-oriented commercial. Redevelopment should be designed to protect and be compatible with adjacent residential areas, as provided for in the *Residential Preservation and Economic Development* recommendations for the East Olive Corridor. (Page 57).

The current draft of the Comprehensive Plan Update, *Creve Coeur 2030*, currently under review would further the existing Comprehensive Plan recommendations with the East Olive Corridor vision to create a walkable corridor of destination retail boutiques, neighborhood service business, small-scale restaurants, and attached townhomes and low-density multi-family homes 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 to Olive Boulevard.

Compatibility with the Comprehensive Plan

The proposed development of a gas station with a convenience store and a separate, detached car wash facility with exterior vacuum stations appears to be consistent with a few of the policies of the Comprehensive Plan; however, Staff finds the proposal to be in conflict with several significant policies of the Plan.

The development includes pedestrian amenities and landscaping treatments given the proposed auto-oriented uses. For example, the Applicant has included a pocket park with pedestrian amenities and sufficient landscaped buffer along the rear and west side of the development and low-height landscape wall feature which furthers the project toward the goals of the Comprehensive Plan. In addition, the Applicant is proposing to save several large, mature trees on the site and has incorporated them into the site planning for the project.

The proposal's primary challenges with the policies of the Comprehensive Plan involve the scale of the proposed development, the intensity of the uses at the scale which is proposed, and the compatibility of the development with the residential character of this section of Olive Boulevard. The Comprehensive Plan clearly speaks to this area of Olive Boulevard as having a vision for smaller scale retail and service businesses that cater to the surrounding residential neighborhoods. To further the goal of compatibility, the Comprehensive Plan suggests that the commercial uses themselves incorporate design elements that maintain this strong residential character. As currently proposed, Staff finds that this project is inconsistent with these elements of the Comprehensive Plan. Redevelopment of the existing facility within the existing GC District would be more in keeping with the character of the area, and the Comprehensive Plan, and standards for the GC District discussed further below.

A rezoning contrary to the Comprehensive Plan should be founded on two concepts: one, that the current goals, and those proposed with the *Creve Coeur 2030* plan, are sufficiently debatable that their intended outcomes can be questioned; and two, that the proposal more adequately fulfills the goals of the Comprehensive Plan and, by extension, represents a greater benefit to the public interest. Staff is not convinced that the proposal offers a greater benefit to the public interest, or more adequately fulfills the goals of the Comprehensive Plan. While current plan recommendations for the area may be questionable with regard to the conversion of existing homes to commercial uses, and that the GC District may be an appropriate zoning discussed further below, the overall scale of the proposed development would represent a significant departure for the area that has maintained a residential feel connecting the larger commercial centers of the Central Business District and the Commerce Center. Regardless of the specific merits of the proposal, it remains unclear how it represents a tangibly greater benefit to the public. Staff finds that the scale and intensity of the proposed development would be more appropriate in a larger heavy commercial or industrial area.

DESIGN GUIDELINES REVIEW

As noted earlier in this report, Staff will only provide discussions on the larger design issues. Once direction has been provided on the overall appropriateness of the project, as proposed, a more detailed review will be provided at the appropriate time.

The Design Guidelines recommend that the size, design, and orientation of buildings should be sensitive to existing terrain, existing buildings, and the surrounding area, the use of natural materials and architectural consistency between all building elevations, and an overall sense of architectural continuity on all elevations. The use of false or decorative façade treatments is discouraged. Further, multiple buildings on the same site are to create a cohesive visual relationship between the buildings. Material and/or color changes at the outside corners of structures that give the impression of thinness and artificiality of the material are discouraged.

The following is a list of Staff's key items that should be discussed and/or revised based on further discussion at the meeting:

- The large gaps and interruptions along the "streetscape" caused by the non-pedestrian elements, such as the vacuum area, and service entrance into the car wash facility.
- The degree of usability of the 'pocket park' pedestrian amenities in the proposed location and the extensive use of low walls to provide visual interest which appears to heighten the large scale of the development.
- Strong use of corporate architecture and overuse of EIFS that is strongly discouraged, and the overall design which is inconsistent with the Comprehensive Plan which calls for incorporating residential design elements to maintain the residential character of commercial buildings in this section of Olive Boulevard.
- Building elements, such as parapet wall, penthouses or screen walls should be treated as an integral part of the architecture, where the Convenience Store relies on EIFS to create an artificial height to the building that is not in keeping with the residential character surrounding the area.

- The lack of a separated pedestrian connection from the gas pump to the main entrance of the convenience store that does not interfere with the Accessible parking area, where the Design Guidelines recommend breaking up the row of parking.
- The Design Guidelines provide specific direction regarding Auto Service Stations where separate structures, such as a canopy, carwash or cashier's booth should be avoided; however, if approved, should have a consistent design theme and a car wash that is incorporated into the project shall be well integrated into the design.

ZONING REVIEW

Section 405.1060(B) of Zoning Changes and Text Amendments requires that the action of the Planning and Zoning Commission approving, disapproving, or conditionally approving the site concept or site development plan shall accompany its recommendation to the City Council regarding the rezoning. Therefore, while a recommendation on the proposed conditional use permit and site development plan with any rezoning is required, the rezoning of properties is not contingent on the implementation of the development and, if approved, would remain.

The stated purpose and intent of the GC District is to accommodate by site development plan approval convenience retail shopping and services and offices which are free standing or part of small scale planned commercial developments and which are compatible in scale and intensity of use with adjacent residential uses. While a Gas Station with Convenience Store, and a Car Wash are conditional uses in the GC District, it is the overall scale and intensity of use of the proposal that are inconsistent with the stated purpose of the GC District.

As Staff is seeking direction regarding the key discussions of the appropriateness of the development with the Comprehensive Plan and the purposes and intent of the GC-General Commercial District, a full analysis with the remaining sections of the Zoning Code, including signage and landscaping will be completed at a later time.

TRAFFIC IMPACT STUDY

The Applicant has included a Traffic Impact Study (TIS) conducted by CBB that has been reviewed by the City's Consulting Traffic Engineer, GBA. Comments from St. Louis County Department of Transportation have been provided; however, MoDOT has not provided formal comments at this time. The City's Consulting Traffic Engineer did raise a few items, namely, requesting additional queue length information for other turning movements within the study area, the difficulty of enforcing the no left turn access from northbound Schulte into the site, the spacing of the full access point from the Olive/Schulte intersection, and the proximity and orientation of the adjacent driveway to the residence to the west with the exit from the car wash facility that is within 50 feet from one another.

Since both adjacent public roadways are controlled by entities other than the City (MoDOT and St. Louis County), the Applicant will be required to obtain final approval from each agency. The TIS prepared by CBB on behalf of the Applicant, the GBA TIS review memo, and the review letter by St. Louis County are attached to this report for review by the Commission.

SOUND STUDY

A sound study was completed by Designed Acoustics based upon the nature of the proposed use. To gain an understanding of the possible noise impacts associated with the car wash facility in particular, Staff would recommend that Commission members visit the Mobil on the Run location at 9371 Olive Boulevard in Olivette. Depending upon the direction of the other elements of this proposal staff would look to review the noise study in greater detail at the appropriate time.

BOUNDARY ADJUSTMENT PLAT

As part of this request, the Applicant has submitted a plat that would consolidate all of the individual lots into one new lot consisting of 3.920 acres. The consolidated lot would straddle both jurisdictions of the City of Creve Coeur and Unincorporated St. Louis County. As a boundary adjustment plat is largely a ministerial act by the Commission, it would be appropriate to defer action.

REVIEW BY ST. LOUIS COUNTY

The total development site includes 2.807 acres located within the City of Creve Coeur and 1.113 acres located within Unincorporated St. Louis County. Based upon conversations with the St. Louis County Planning Department, the Applicant will be required to submit the plans for the County's approval in conjunction with the review by the City. Any approval by the City of this proposal should incorporate a condition that the Applicant receive approval of the plan by St. Louis County.

RECOMMENDATION AND ACTION

At this time, Staff is seeking direction regarding the compatibility of the proposal with the Comprehensive Plan, the rezoning of portions of the site to the GC District, and the larger aspects of the Design Guidelines before completing a full review of the Conditional Use and Site Development Plans.

As discussed throughout this report, the GC District may be an appropriate zoning designation; however it is Staff's opinion that the proposal does not meet with significant elements of the Comprehensive Plan and does not create a compelling argument for action inconsistent with the Comprehensive Plan, nor are there public benefits unique to this project that substantially justify the approval of the proposal as presented. Further, the scale of the proposal is inconsistent with the stated purposes of the GC District that calls for small scale neighborhood commercial developments that is compatible in scale with the adjacent residences and would leave a remnant parcel which would effectively prohibit any future redevelopment potential of the property that fronts directly onto Olive Boulevard located just west of the development at 11147 Olive Boulevard.

The Commission should hear from the Applicant and provide direction regarding the Comprehensive Plan and the appropriateness of the proposal within the General Commercial District. If they find that additional design consideration or other modifications are necessary which may include reducing the scale of the project, they should make a motion to continue the proposal to the December 19th or later meeting and provide such direction to the Applicant. If they find that the proposal is inconsistent with the Comprehensive Plan and with the purpose and intent of the General Commercial District, they should make motions to approve the applications and then individually vote to recommend denial of the Applications.

MOTION

The following are examples of appropriate motions for these applications, **but without any stated conditions at this point:**

"I move to approve Application #16-031 for the rezoning of properties at 11127, 11135 & 11141 Olive Boulevard, currently zoned C Single Family Residential, to GC General Commercial."

"I move to approve Application #16-031 for a boundary adjustment and conditional use permit for a Mobil on the Run convenience store with 20 gas pumps and Briteworx car wash facility with 17 outdoor vacuum stations located at 11109-11141 Olive Boulevard & 11100-11114 Oak Lake Court."

"I move to approve Application #16-031 for site development plan for a Mobil on the Run convenience store with 20 gas pumps and Briteworx car wash facility with 17 outdoor vacuum stations located at 11109-11141 Olive Boulevard & 11100-11114 Oak Lake Court."

Or,

“I move to continue Application #16-031 for the rezoning, conditional use permit, and site development plan and boundary adjustment approval of a Mobil on the Run convenience store with 20 gas pumps and Briteworx car wash facility located at 11109-11141 Olive Boulevard & 11100-11114 Oak Lake Court, currently zoned GC General Commercial and C Single Family Residential to allow for the Applicant to revise the drawings based upon the discussion and direction from the Commission” (conditions may be added, eliminated, or modified by preceding motion).

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



Attachment: 16-031.Mobil and BriteWorx.Staff Report.12-5-2016 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

APPENDIX 4: SITE PHOTOGRAPHS

Photo Date: 12/01/2016



Description: View looking northwest at the Existing Mobil Station at 11109 Olive Boulevard from the Olive Boulevard and Schulte Road intersection.



Description: View looking north at the home used as a commercial office at 11127 Olive Boulevard that that will be removed for the proposed development.



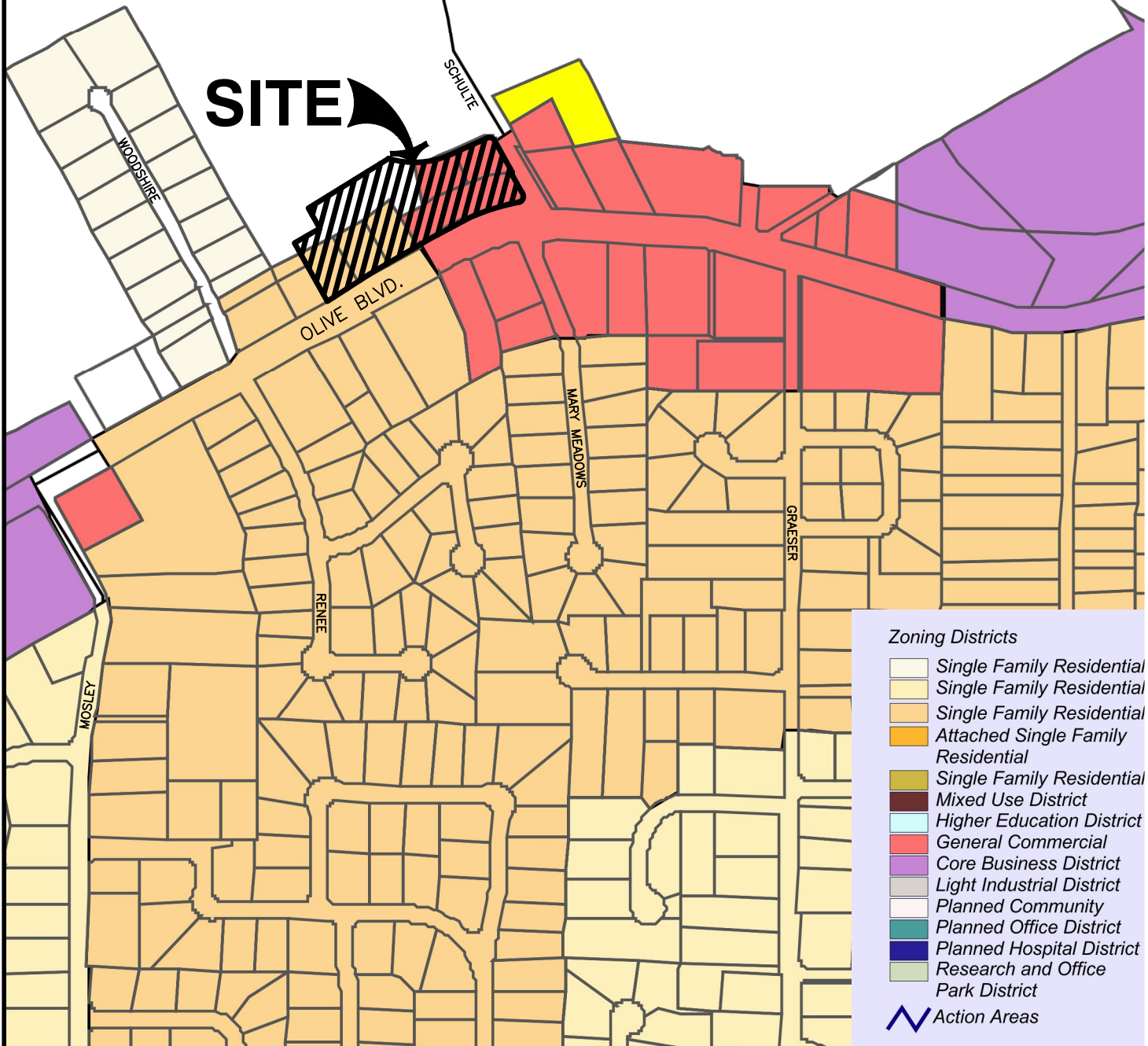
Description: View looking north at the home used as a commercial office at 11135 Olive Boulevard that will be removed for the proposed development.

	Description: View looking northwest at the home used as a commercial office at 11141 Olive Boulevard that will be removed for the proposed development. The home at 1147 Olive Boulevard in the background will be remaining.
	Description: View looking south from the subject property at the homes south of Olive Boulevard.
	Description: View looking southeast at the commercial buildings at the corner of Olive Boulevard and Mary Meadows Drive on the southside of Olive Boulevard.

	Description: View looking east from western property line of the subject properties.
	Description: View looking southwest of the home at 11100 Oak Lake Court that will be removed for the proposed development.
	Description: View looking east from the cul-de-sac of Oak Lake Court at 11108 and 11114 Oak Lake Court that will be removed for the proposed development.



SITE



REFERENCE

1. IMAGE DEPICTED COURTESY OF CREVE COEUR DEPARTMENT OF COMMUNITY DEVELOPMENT, GOVERNMENT CENTER, 300 N. NEW BALLAS ROAD, CREVE COEUR, MO 63141.

*HAND SIGNATURE ON FILE



Civil & Environmental Consultants, Inc.

4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042

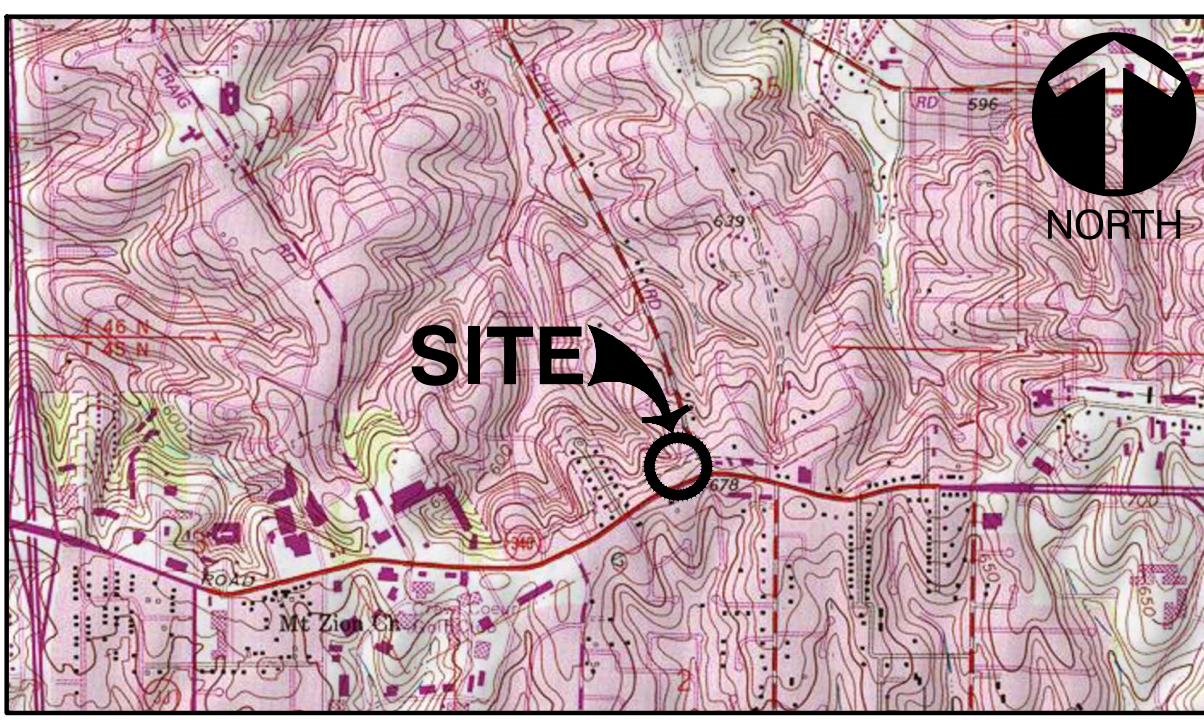
314-656-4566 · 866-250-3679

www.cecinc.com

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

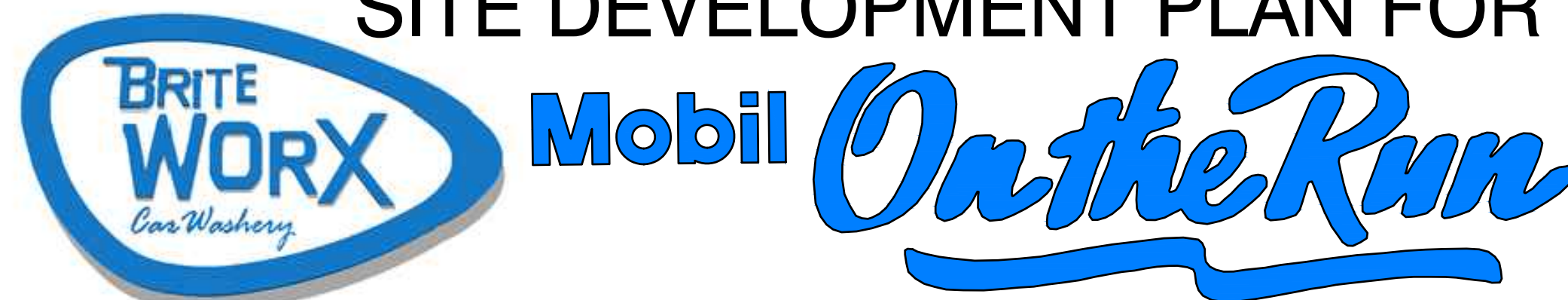
BRITE WORX/MOBIL ON THE RUN ZONING MAP

DRAWN BY:	MAK	CHECKED BY:	KTK	APPROVED BY:	KTK*	FIGURE NO.:
DATE:	NOV. 2016	DWG SCALE:	(NONE)	PROJECT NO:	110-241	

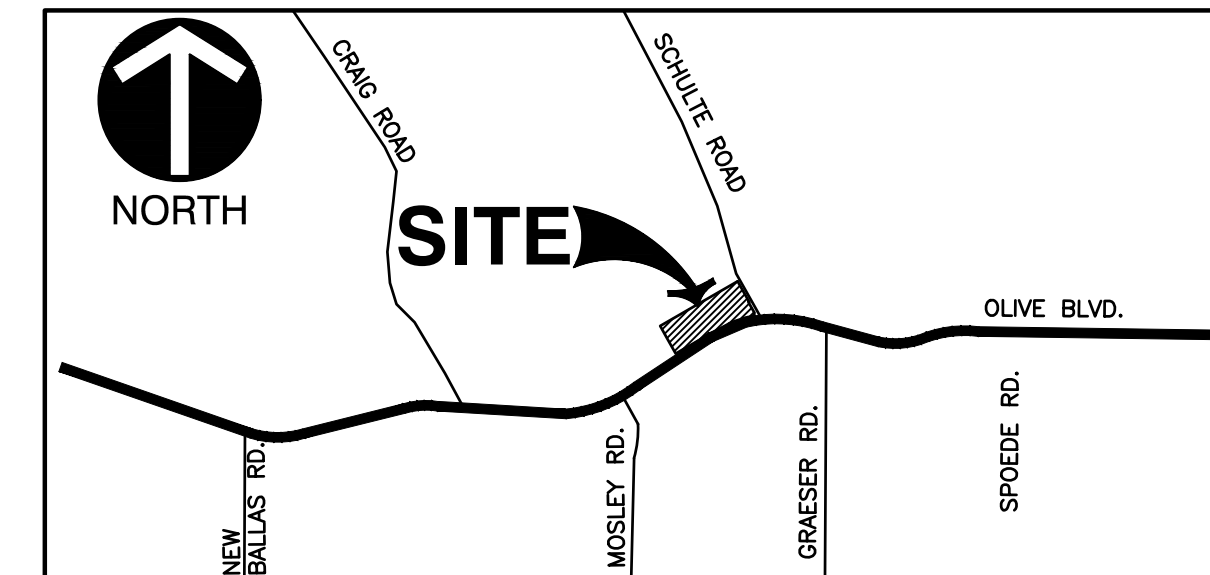


USGS MAP

U.S.G.S. 7.5' TOPOGRAPHIC MAP CREVE COEUR QUADRANGLE MISSOURI
DATED 1990, PHOTOREVISED 1993
SCALE 1" = 2,000'



A TRACT OF LAND BEING ALL OF LOTS 1, 2, 3 AND 4 OF "OAK LAKE ESTATES", P.B.92 PG.3
AND PART OF LOTS 3, 4, AND 5 OF THE SUBDIVISION OF THE FARM OF S.S. MATSON IN U.S. SURVEY 1962,
TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN ST. LOUIS COUNTY, MISSOURI



SITE CALCULATIONS:	*GREENSPACE DEFINED AS AREAS OF LANDSCAPE AND WALKWAYS/PLAZAS		
	CITY OF CREVE COEUR	ST. LOUIS COUNTY (UNINCORPORATED)	TOTAL
TOTAL SITE AREA	122,276.9	48,459.0	170,735.9
BUILDING	9,928.5	0.0	9,928.5
PAVEMENT	59,543.1	8,353.8	67,896.9
SIDEWALK/PLAZA	6,499.6	59.4	6,559.0
LANDSCAPE	46,305.7	40,045.8	86,351.5
PERCENTAGE GREENSPACE*	43.2%	82.8%	54.4%
PERCENTAGE SITE COVERAGE	56.8%	17.2%	45.6%

PRE/POST IMPERVIOUS AREAS [AREAS IN SQ.FT.]

[BASED ON ABOVE]
TOTAL AREA OF SITE = 170,736
PRE-DEVELOPMENT IMPERVIOUS AREAS = 65,586 ~ 38.4%
POST-DEVELOPMENT IMPERVIOUS AREAS = 77,833 ~ 45.6%

THE FOLLOWING UTILITIES AND OWNERS ARE LOCATED WITHIN THE WORK LIMITS OF THIS PROJECT

LACLEDE GAS COMPANY
COMMERCIAL & INDUSTRIAL MARKETING
720 OLIVE STREET
ST. LOUIS, MO 63101
CONTACT: JIM TRAVIS
PHONE: 314-342-0687
EMAIL: jtravis@lacledegas.com

AT&T TELEPHONE
402 N 3RD
ST. CHARLES, MO 63301
CONTACT: JIM LILLY
PHONE: (636) 949-4228

MCI FIBER
2400 NORTH GLENVILLE
RICHARDSON, TX 75082
CONTACT:
PHONE: (972) 729-6016 EXT. 1

MISSOURI AMERICAN WATER
727 CRAIG RD.
CREVE COEUR, MO 63141
CONTACT: DAWN SPINK
PHONE: (314) 996-2379
EMAIL: dawn.spink@amwater.com

CREVE COEUR FIRE PROTECTION DISTRICT
11221 OLIVE BLVD.
CREVE COEUR, MO 63141
CONTACT: MR. KENNETH BLACK
PHONE:

ST. LOUIS METROPOLITAN SEWER DISTRICT
2350 MARKET ST.
ST. LOUIS, MO 63103
PHONE: (314) 766-6200

AMEREN
DORSETT DISTRICT
1212 DORSETT ROAD
MARYLAND HEIGHTS, MO 63043
CONTACT: RYAN ALEXANDER
PHONE: (314) 344-9560
EMAIL: RAlexander2@ameren.com

CHARTER COMMUNICATIONS
815 CHARTER COMMONS
TOWN & COUNTRY, MO 63017
CONTACT: RICHARD STURK
PHONE: (636) 387-6650
EMAIL: mopping-design@chartercom.com

MODOT
WEST AREA PERMITS
1590 WOODLAKE DRIVE
CHESTERFIELD, MO 63017-5712
CONTACT: JIM BODART
PHONE: (314) 340-4318
EMAIL: James.Bodart@modot.mo.gov

ARCHITECT

OSM, INC.
15510 OLIVE BLVD., SUITE 207
ST. LOUIS, MISSOURI 63017
PH: (636) 536-7004
FX: (636) 536-7014
CONTACT: STEWART MACGREGOR
EMAIL: SM@ATT.NET

LANDSCAPE

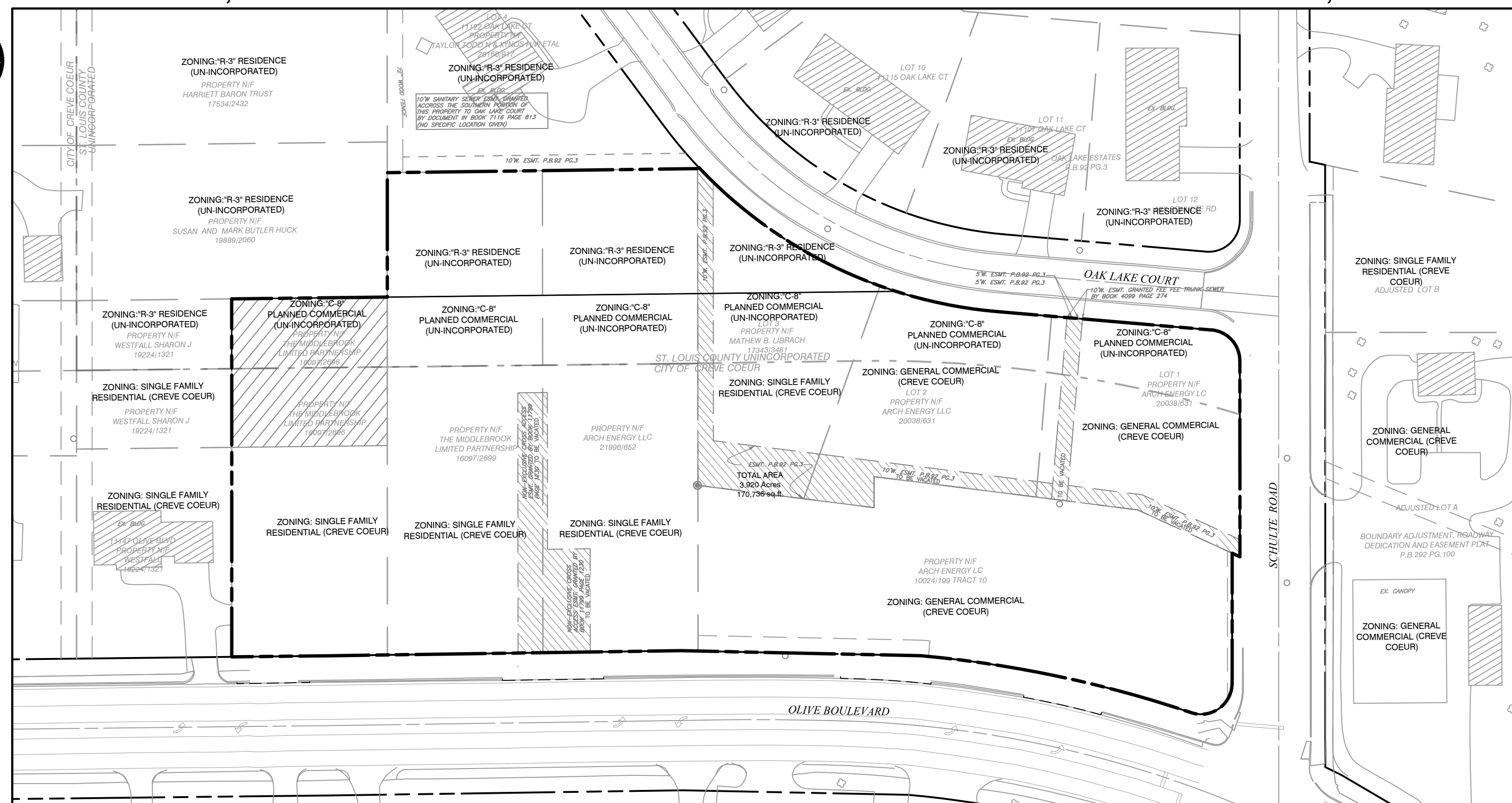
ACORN LANDSCAPES
HTTP://WWW.ACORNLANDSCAPES.COM
PH: (636) 394-0255
CONTACT: MARY FRANCOIS DEWEESE
EMAIL: DEWEESE@ACORNLANDSCAPES.COM

CIVIL ENGINEER

CIVIL & ENVIRONMENTAL CONSULTANTS, INC.
4848 PARK 370 BLVD., SUITE F
HAZELWOOD, MISSOURI 63042
PH: (314) 656-4566
FX: (314) 656-4595
CONTACT: KEVIN KAMP, PE

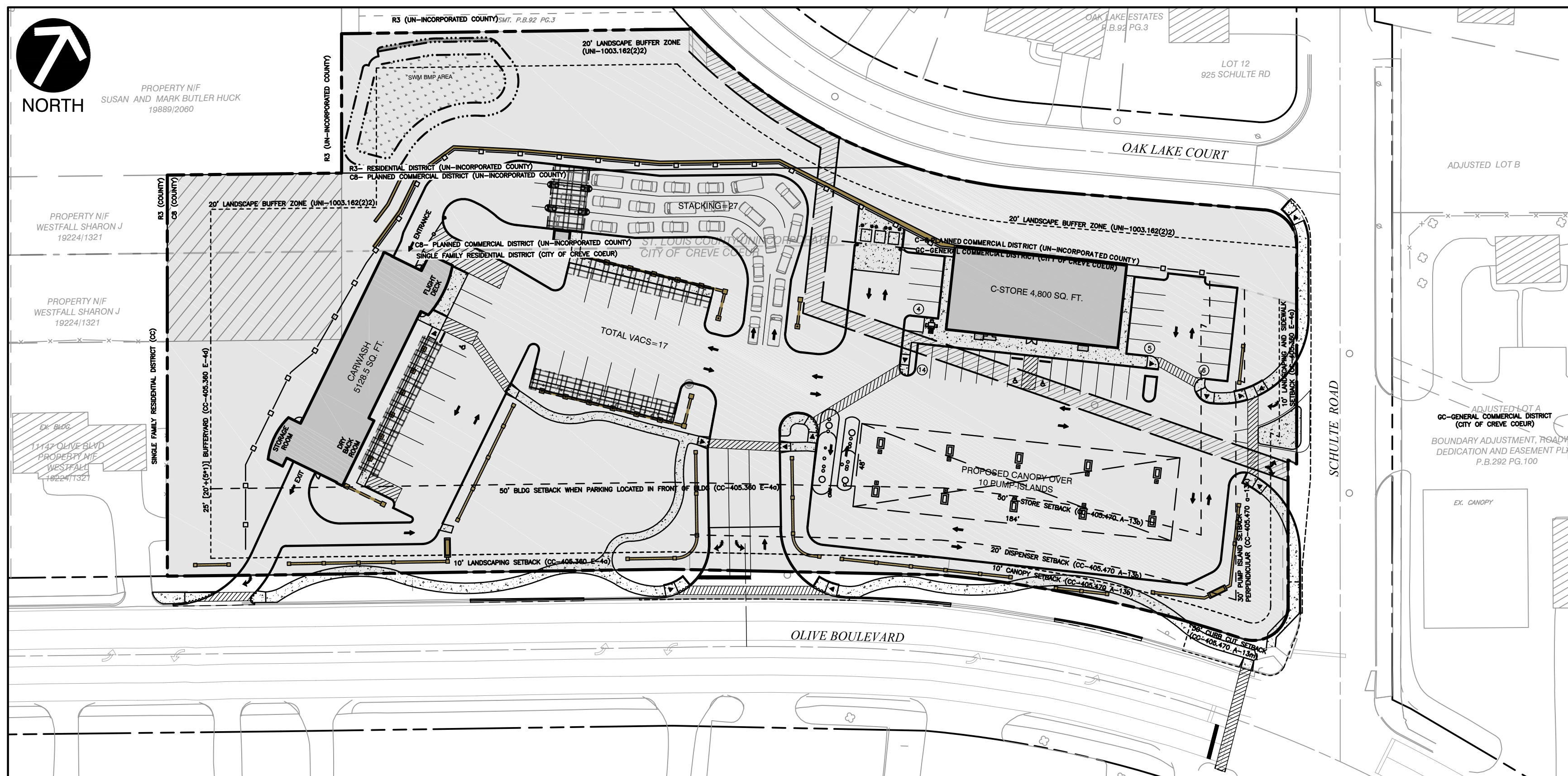
LIGHTING

PEIKER PIATCHEK ASSOCIATES
ST. LOUIS, MISSOURI 63129
PH: (314) 892-4646
FX: (314) 397-1160
CONTACT: RICHARD HAYDEN
EMAIL: RHAYDEBREP@AOL.COM



ZONING MAP

SCALE: 1" = 60'



OVERALL SITE MAP

SCALE: 1" = 50'

DEVELOPMENT NOTES

- TOTAL PARCEL AREA: 170,736 SQ.FT. (3.920 ACRES)
AREA WITHIN CITY LIMITS: 122,277 SQ.FT. (2.807 ACRES)
AREA WITHIN UNINCORPORATED: 48,459 SQ. FT. (1.113 ACRES)
- CURRENT ZONING (CC)-
PROPOSED ZONING (CC)-
CURRENT ZONING (UN)-
PROPOSED ZONING (UN)-
SINGLE FAMILY RESIDENTIAL & GENERAL COMMERCIAL
GENERAL COMMERCIAL
R3 (RESIDENCE) & C8 (PLANNED COMMERCIAL DISTRICT)
C8 (PLANNED COMMERCIAL DISTRICT)
- SETBACKS-
FRONT YARD/ROW (CC) 10 FEET OLIVE BLVD. (CC)
SIDE YARD (CC) 0 FEET SCHULTE ROAD (IN LIEU OF ROW GIVEN TO COUNTY)
SIDE YARD (UN) 12 FEET
REAR YARD (UN) 10 FEET
BUFFER YARD 15 FEET (NORTH PROPERTY LINE)
25 FEET (SEC 405.360 E-4J*) WITH FENCE FOR DRIVE THRU SCREENING
*BUFFER YARD @ 20FT + (5 X 1) = 25 FEET
BUILDING HEIGHT NOTE: ALL PROPOSED BUILDINGS TO BE 1 STORY IN HEIGHT
- SPECIAL CONSIDERATIONS-
4.1. TRASH ENCLOSURES SHALL BE INTERIOR TO THE SITE AND NOT ALONG THE NORTH PROPERTY LINE.
4.2. SIDEWALKS ALONG OLIVE BLVD. SHALL BE FIVE-FOOT IN WIDTH UNLESS ABUTTING CURB, IN WHICH CASE SHALL BE INCREASED TO SIX-FOOT WIDE.
4.3. PLAN SHALL BE SO DEVELOPED TO INCLUDE AN INTEGRATED PEDESTRIAN CIRCULATION SYSTEM.
- FIRE DISTRICT: CREVE COEUR
- FLOOD NOTE:
ACCORDING TO THE FLOOD INSURANCE RATE MAP OF THE CITY OF CREVE COEUR, MISSOURI (COMMUNITY PANEL NUMBER 290344 0166 H, EFFECTIVE DATE AUGUST 2, 1995), AND THE FLOOD INSURANCE RATE MAP OF ST. LOUIS COUNTY, MISSOURI (UNINCORPORATED AREAS) (COMMUNITY PANEL NUMBER 290327 0166 H, EFFECTIVE DATE AUGUST 2, 1995) THIS PROPERTY LIES WITHIN ZONE X. ZONE X IS DEFINED AS AN AREA OF MINIMAL FLOOD HAZARD.
- ALL PROPOSED UTILITIES SHALL BE LOCATED UNDERGROUND.
- TRASH ENCLOSURES SHALL BE SIX FOOT (6') IN HEIGHT AND SHALL BE CONSTRUCTED W/ A SIGHT-PROOF GATE. MATERIALS SHALL BE COMPATIBLE WITH THE ARCHITECTURE OF MAIN BUILDINGS AND OF SIMILAR MATERIALS.
- STACKING: GENERAL STANDARDS
9.1. DRIVE-THROUGH STACKING LANES SHALL HAVE A MINIMUM WIDTH OF TWELVE FEET.
9.2. STACKING LANES SHALL BE SET BACK 20 FEET FROM RESIDENTIALLY ZONED PROPERTY LINES.
9.3. AUDIBLE ELECTRONIC DEVICES SUCH AS LOUDSPEAKERS, AUTOMOBILE SERVICE ORDER DEVICES, AND SIMILAR INSTRUMENTS SHALL NOT BE LOCATED WITHIN 50 FEET OF ANY RESIDENTIAL PROPERTY LINE.
9.4. ALL DRIVE-THROUGH AREAS, INCLUDING BUT NOT LIMITED TO MENU BOARDS, STACKING LANES, TRASH RECEPTACLES, LOUDSPEAKERS, DRIVE UP WINDOWS, AND OTHER OBJECTS ASSOCIATED WITH THE DRIVE-THROUGH AREA SHALL BE LOCATED IN THE SIDE OR REAR YARD OF A PROPERTY, AND SHALL NOT CROSS, INTERFERE WITH, OR IMPEDE ANY PUBLIC RIGHT-OF-WAY.

SITE CALCULATIONS 170,736 SQ.FT.:

AREA CREVE COEUR	=	122,277 SQ.FT. (2.807 ACRES)
GREENSPACE (CC)	=	52,808
IMPERVIOUS (CC)	=	69,472 (56.8%)
AREA UNINCORPORATED	=	48,459 SQ.FT. (1.113 ACRES)
GREENSPACE (UN)	=	40,098
IMPERVIOUS (CC)	=	8,361 (17.3%)
TOTAL GREENSPACE	=	91,548 (54.4%)
TOTAL IMPERVIOUS	=	77,833 (45.6%)

RATIO OF FLOOR TO SITE IN SQ.FT. (FAR)
1:17.2 (1 SQ.FT. OF FLOOR SPACE TO 17.2 SQ.FT. OF PARCEL AREA)

PARKING CALCULATIONS:

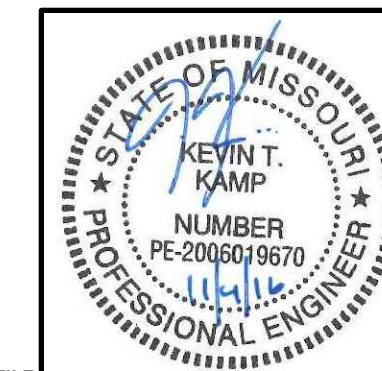
REQUIRED = GENERAL RETAIL @ 4 PER 1,000 SQ.FT. = 19.2
UNINCORPORATED
REQUIRED = CARWASH @ 1/BAY + 5 STACKING PER BAY = 20
FOOD MARKET @ 3-1/3 PER 1,000 SQ.FT. = 15.9
PROVIDED = 27 STACKING
= 30 SPACES INCLUSIVE OF 2 ACCESSIBLE SPACES

PRELIMINARY DRAINAGE NOTES

- PROJECT AREA: 170,736 (3.92 ACRES)
- WATERSHED: FEE FEE
- 15YR/20MIN DIFFERENTIAL RUNOFF (Q=A*PI, PER MSD):
PRE: Q=(3.92AC)*(0.38)*(3.54)+(3.92AC)*(0.62)*(1.70)=9.43 CFS
POST: Q=(3.92AC)*(0.10)*(4.20)+(3.92AC)*(0.41)*(3.54)+
(3.92AC)*(0.49)*(4.60)=9.84 CFS
DIFFERENTIAL RUNOFF: Q=(+)-1.17 CFS
- PER MSD SECTION 4.080.01(2B), THIS PROJECT DOES NOT REQUIRE DETENTION, HOWEVER THE SITE MUST PROVIDE WATER QUALITY.
- PER THE NATIONAL RESOURCE CONSERVATION SERVICE (NRCS) THIS PROJECT IS WITHIN HYDROLOGIC SOIL GROUP "D" HAVING A LOW INFILTRATION RATE AND HIGH RUNOFF POTENTIAL.
- WATER QUALITY VOLUME FOR THE ENTIRE SITE (3.92 ACRES AT 51% IMPERVIOUS) PER MARYLAND STORMWATER DESIGN MANUAL APPENDIX D-10:
Wqv=3.02 CFS OR Wqv=5,300 CF
WATER QUALITY BMPs:
• HYDRODYNAMIC SEPARATOR AND SNOOT FOR HOTSPOT AREA AT GAS PUMPS
• BIORETENTION (WILL ALSO PROVIDE VOLUME REDUCTION)

DRAWING LIST

SHEET NO.	DRAWING NO.	TITLE
01	C000	COVER
02	C100	EXISTING CONDITIONS PLAN
03	C200	SITE & UTILITY PLAN
04	C300	GRADING PLAN
05	C301	SITE SECTIONS



CALL BEFORE
YOU DIG!
1-800-DIG-RITE

REFERENCE

- TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.



Civil & Environmental Consultants, Inc.
CERTIFICATION/LICENSE NO. 2002013942
4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 - 866-250-3679
www.ccecinc.com

ZIP- 63146

MSD MAP# 17-N

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX

DRAWING NO.:

C000

SHEET 01 OF 05



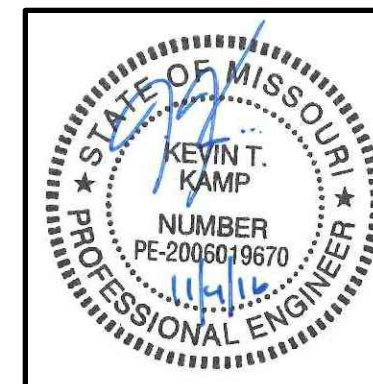
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REFERENCE

1. TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.

LEGEND								
	SPOT ELEVATION		SANITARY MANHOLE		PULL BOX		SAN	UNDERGROUND SANITARY
	PROPERTY CENTER LINE		SANITARY CLEAN OUT		LIGHT POLE		ST	UNDERGROUND STORM
	SET MONUMENT		BILLBOARD POST		GAS METER		W	UNDERGROUND STORM
	FLOW ARROW		SINGLE POST SIGN		GAS VALVE		T	UNDERGROUND TELEPHONE
	STORM GRATED INLET		DOUBLE POST SIGN		WATER MANHOLE		G	UNDERGROUND GAS
	STORM GRATED INLET		FENCE POST		WATER METER		-680-	MAJOR CONTOUR LINE
	STORM INLET		ELECTRIC BOX		WATER VALVE		-681----	MINOR CONTOUR LINE
	STORM DOUBLE INLET		ELECTRIC MANHOLE		FIRE HYDRANT			
	STORM DOUBLE INLET		ELECTRIC METER		GUY WIRE			
	STORM MANHOLE		ELECTRIC TRANSFORMER		UTILITY POLE			

*HAND SIGNATURE ON FILE



SCALE IN FEET

0 30 60

REVISION RECORD		
DESCRIPTION		
NO	DATE	
1	1/10/01	SUBMITTAL TO CITY OF GREVE COEUR, REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----
7	----	----
8	----	----

ZIP- 63146



Civil & Environmental Consultants, Inc.

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 314-656-4566 • 866-250-3679

014 333 4000
www.cecinc.co

MSD MAP# 17-N

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

SITE DEVELOPMENT PLAN

MOBIL ON THE RUN & BRIE WORK

EXISTING CONDITIONS PLAN

DRAWING NO.:

C100

DATE:	AUG. 2016	DRAWN BY: CAC
PROJECT NO:	AS NOTED	CHECKED BY: KTK
APPROVED BY:		110-241 KTK*

SHEET

02

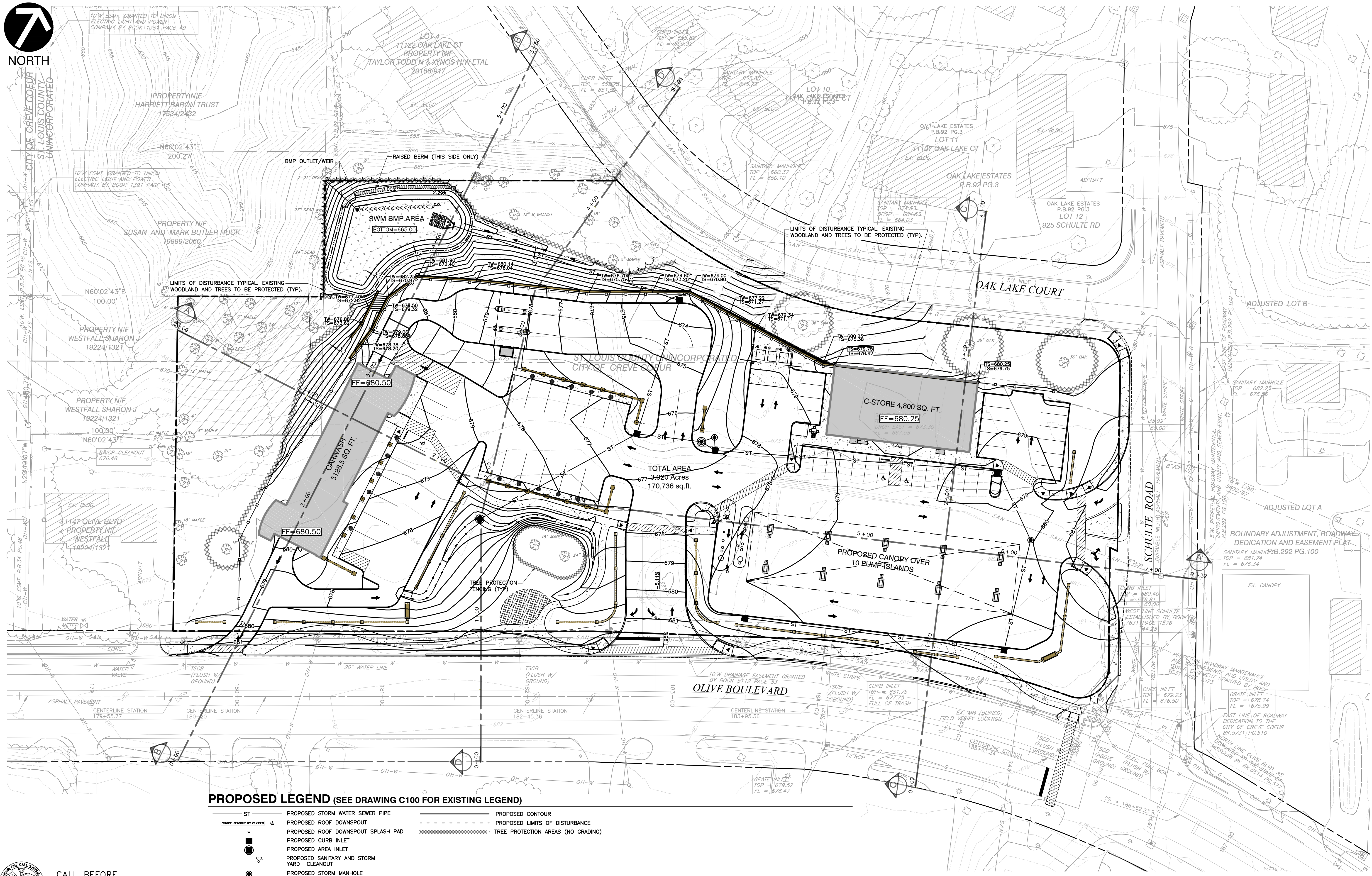
OF 05

160



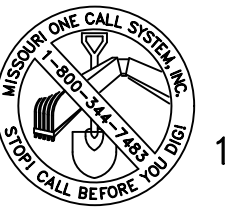
NORTH

CITY OF CREVE COEUR
ST. LOUIS COUNTY
UNINCORPORATED



PROPOSED LEGEND (SEE DRAWING C100 FOR EXISTING LEGEND)

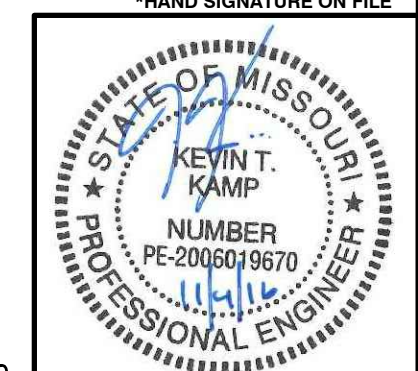
- | | | |
|--|------------------------------------|------------------|
| ST | PROPOSED STORM WATER SEWER PIPE | PROPOSED CONTOUR |
| PROPOSED ROOF DOWNSPOUT | PROPOSED LIMITS OF DISTURBANCE | |
| PROPOSED ROOF DOWNSPOUT SPLASH PAD | TREE PROTECTION AREAS (NO GRADING) | |
| PROPOSED CURB INLET | | |
| PROPOSED AREA INLET | | |
| PROPOSED SANITARY AND STORM YARD CLEANOUT | | |
| PROPOSED STORM MANHOLE | | |
| GRASSY DRAINAGE FLAT BOTTOM SWALE | | |
| PROPOSED 6" TALL ARTISAN PRECAST MASONRY FENCE (OR APPROVED EQUAL) | | |
| PROPOSED 4" TALL SCREEN WALL WITH COLUMNS | | |
| PROPOSED 2'-3" KNEE-WALL WITH 4" PILASTER | | |
| PROPOSED FLUSH PAVEMENT WITH WALK | | |
| PROPOSED VARIABLE HEIGHT CURB (REVEAL FROM 6" TO 0") | | |
| PROPOSED ADA ACCESSIBLE RAMP (5% < SLOPE < 8.33%) | | |



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- REFERENCE
- TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.

SCALE IN FEET
0 30 60



ZIP- 63146

MSD MAP# 17-N

P- SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX

GRADING PLAN		CAC
DATE:	AUG. 2016	DRAWN BY:
DWG SCALE:	AS NOTED	CHECKED BY:
PROJECT NO:	110-241	APPROVED BY:
DRAWING NO. C300		SHEET 04 OF 05

Civil & Environmental Consultants, Inc.
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WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

REVISION RECORD

NO.	DATE	DESCRIPTION
1	11/04/2016	SUBMITTAL TO CITY OF CREVE COEUR REGARDING CONDITIONAL USE & SITE DEVELOPMENT PLAN PLAT
2		
3		
4		
5		
6		
7		
8		



|S08-STUDIOS Projects|2017|11/0-24||C104 BritWorx C-Stor|10241-C104-analyt6 C307 LS(11/4/2016 - coalthrop) = LP 11/4/2016 1:11 PM



|S08-STUDIOS Projects|2017|11/0-24||C104 BritWorx C-Stor|10241-C104-analyt6 C307 LS(11/4/2016 - coalthrop) = LP 11/4/2016 1:11 PM



|S08-STUDIOS Projects|2017|11/0-24||C104 BritWorx C-Stor|10241-C104-anj06 C307 LS(11/4/2016 - coolthrop) = LP 11/4/2016 1:11 PM



|SIR-STUDIOS Projects 2011| 110-241 | C104 BritWorx C-Store | 10241-C104-ang05 C307 | LS(11/4/2016 - coolthorp) = LP 11/4/2016 1:11 PM

|SIP6-STUDIOS Projects|2017|11/0-24||C104_BriefWork C-Store|10241-C104-C101.org|05 C307|LS:11/4/2016 - coolthorp) = LP: 11/4/2016 1:11 PM



|SIP6-STUDIOS Projects|2017|11/0-24||C104_BriefWork C-Stor|11/24/2016 - C-Stor|LP_11/4/2016 1:11 PM

|S08-STUDIOS Projects 2011| 110-241 | C004 [img:10241-C004-BrickWork C-Store] LS:11/4/2016 - coolthorp = LP: 11/4/2016 1:11 PM

|S08-STUDIOS Projects|2017|11/0-24||C104 BritWorx C-Stor|10241-C104-analyt6 C307 LS(11/4/2016 - coalthrop) = LP 11/4/2016 1:11 PM

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|SIP6-STUDIOS Projects|2017|11/0-24||C104_BriefWork C-Stor|11/24/2016 - C-Stor|LP 11/4/2016 1:11 PM

|SIP6-STUDIOS Projects|2017|11/0-24||C104_BriefWork C-Stor|11/24/2016 - C-Stor|LP 11/4/2016 1:11 PM

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|SIR-STUDIOS/Projects/2011/110-241- C004 [img:10241-C004-BriteWork C-Store] LS:11/4/2016 - coolthorp) = LP: 11/4/2016 1:11 PM

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|SIR-STUDIOS Projects 2011| 110-241 | C104 BritWorx C-Store | 10241-C104-ang05 C307 | LS(11/4/2016 - coolthorp) = LP 11/4/2016 1:11 PM

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|S08-STUDIOS Projects 2011| 110-241 | C104 BreWorx C-Store | 10241-C104-ang05 C307 | LS(11/4/2016 - coolthorp) = LP 11/4/2016 1:11 PM

|S08-STUDIOS Projects|2017|11/0-24||C104 BritWorx C-Stor|10241-C104-analyt6 C307 LS(11/4/2016 - coalthrop) = LP 11/4/2016 1:11 PM



OSM

2190 S MASON ROAD SUITE 202

ST. LOUIS, MISSOURI 63131

PHONE 314.394.2210

■ Architecture

■ Planning

■ Construction Management

CERTIFICATE OF AUTHORITY: 0000077

EXPIRATION: 12/31/17

P&Z SET

On the Run

ExxonMobil

CONVENIENCE STORE AND CAR WASH

1109 OLIVE BLVD
CHEVE COEUR, MISSOURI 63041

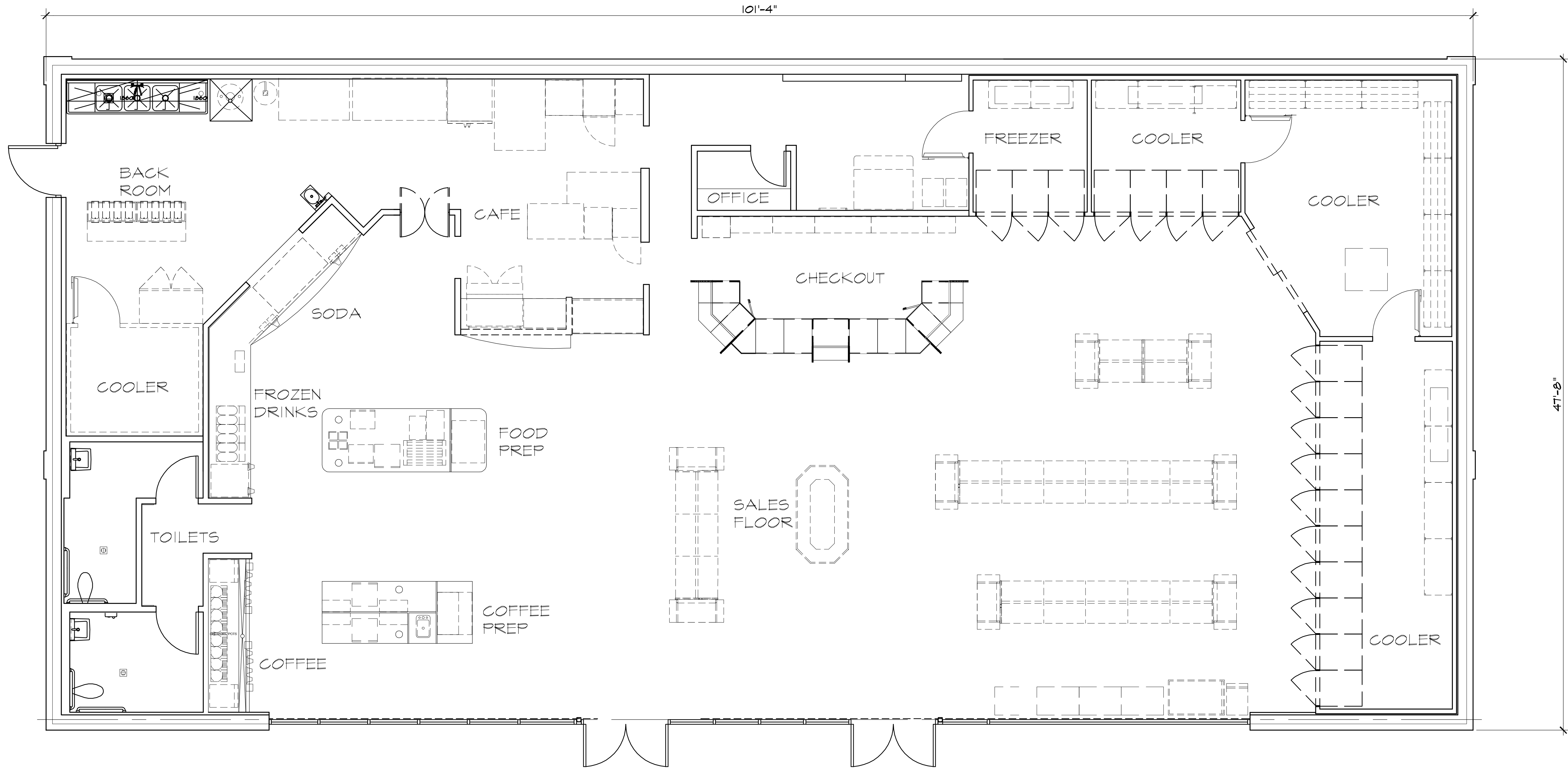
Attachment: 20161104_Architectural (16-031 Mobil on the Run and Brite Work Car Wash RZG.CUP.SDP)

PROJECT NUMBER	1623
DATE	11-4-16
DRAWN BY	TSW
CHECKED BY	SNM
REVISION	

A1.1

FLOOR PLAN

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N

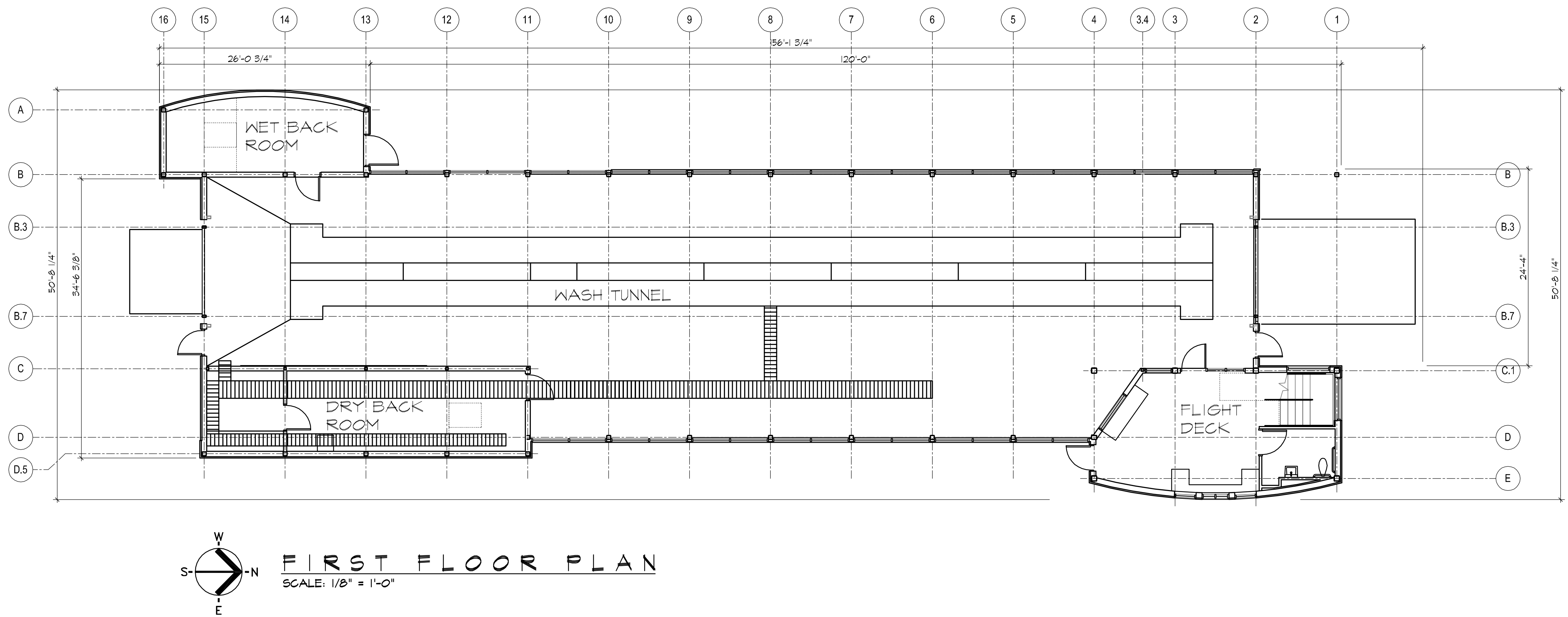
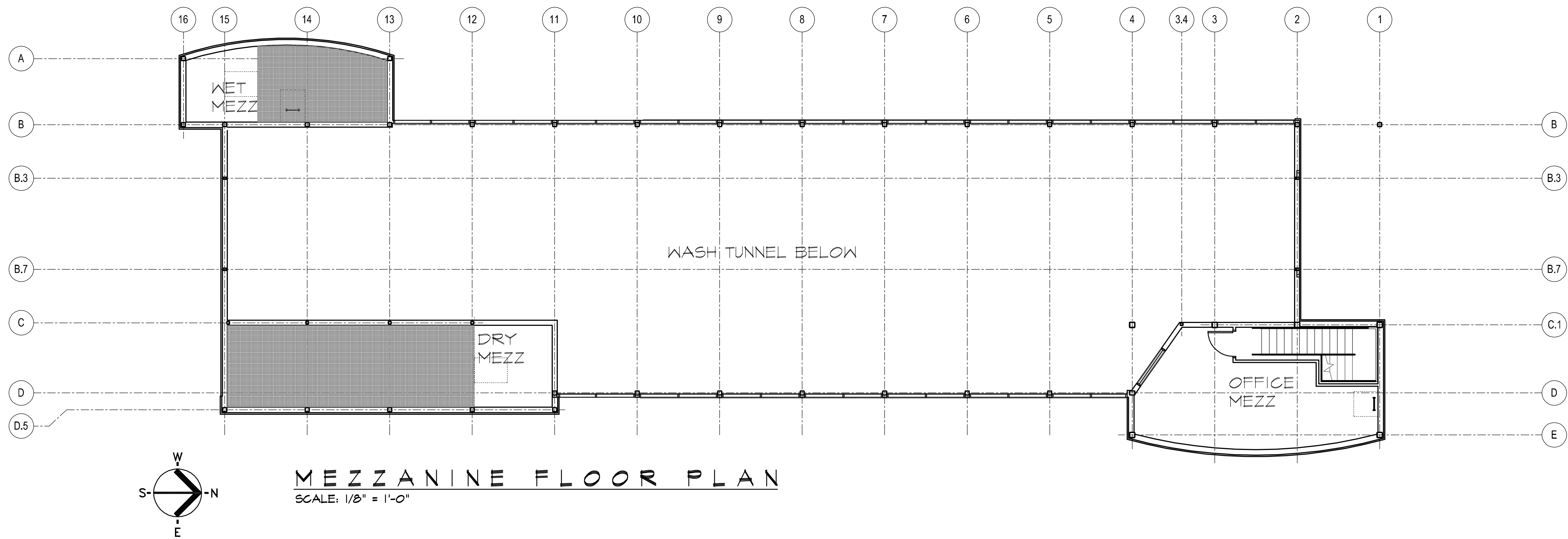
W

E

S

FLOOR PLAN

SCALE: 1/4" = 1'-0"



P&Z SET

PROJECT NUMBER	1623
DATE	11-4-16
DRAWN BY	JVF
CHECKED BY	SNM
REVISION	

A1.2

CW FLOOR PLANS

P&Z SET

ExxonMobil
On the Run

CONVENIENCE STORE AND CAR WASH

1109 OLIVE BLVD
 CHEVE COEUR, MISSOURI 63141

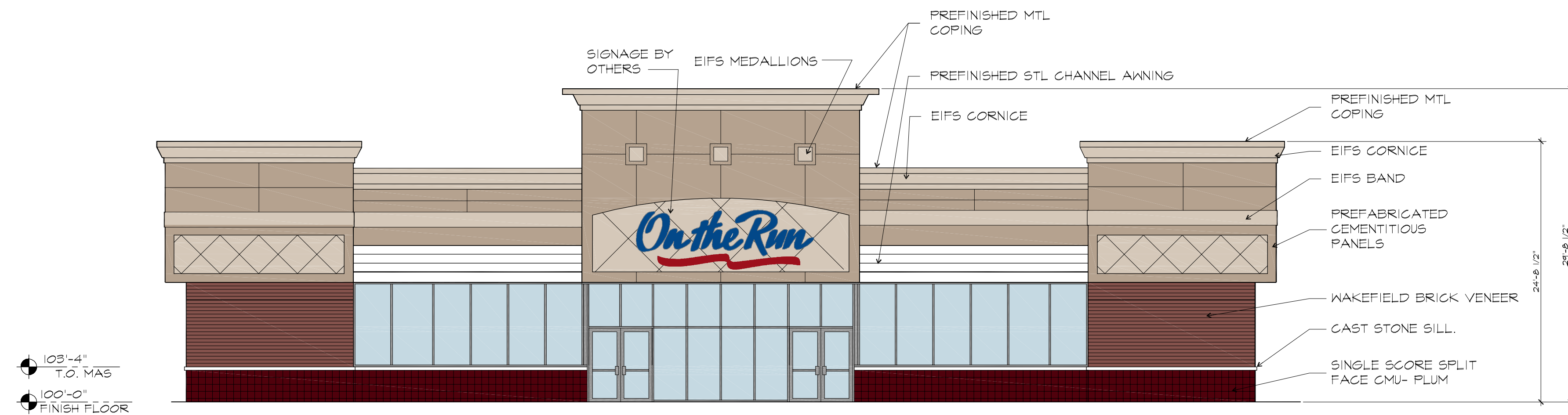
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PROJECT NUMBER 1623
 DATE 11-4-16
 DRAWN BY TRM
 CHECKED BY SWM
 REVISION

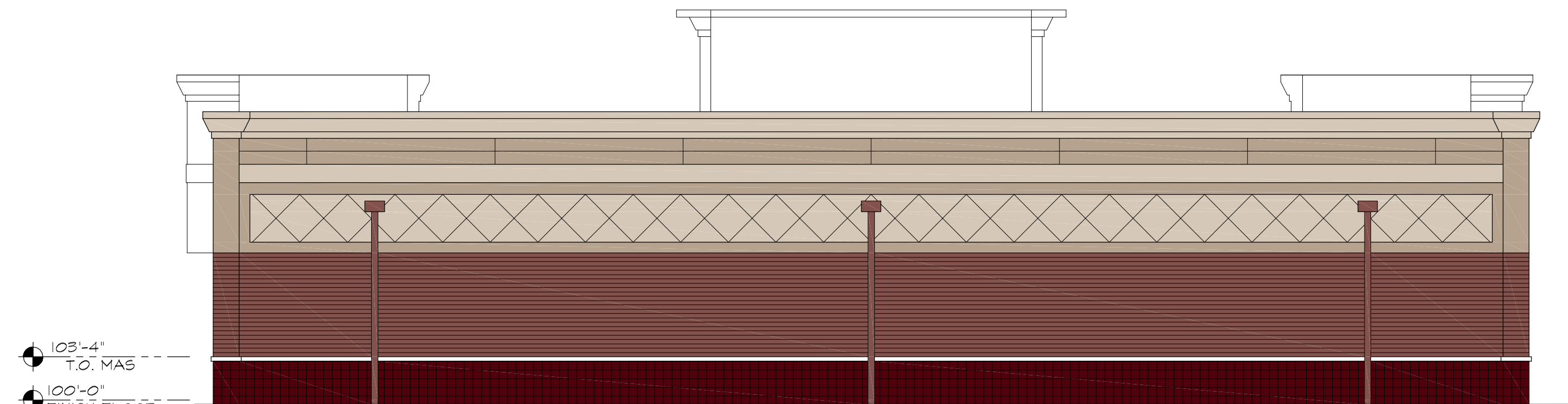
A5.1

EXTERIOR ELEVATIONS

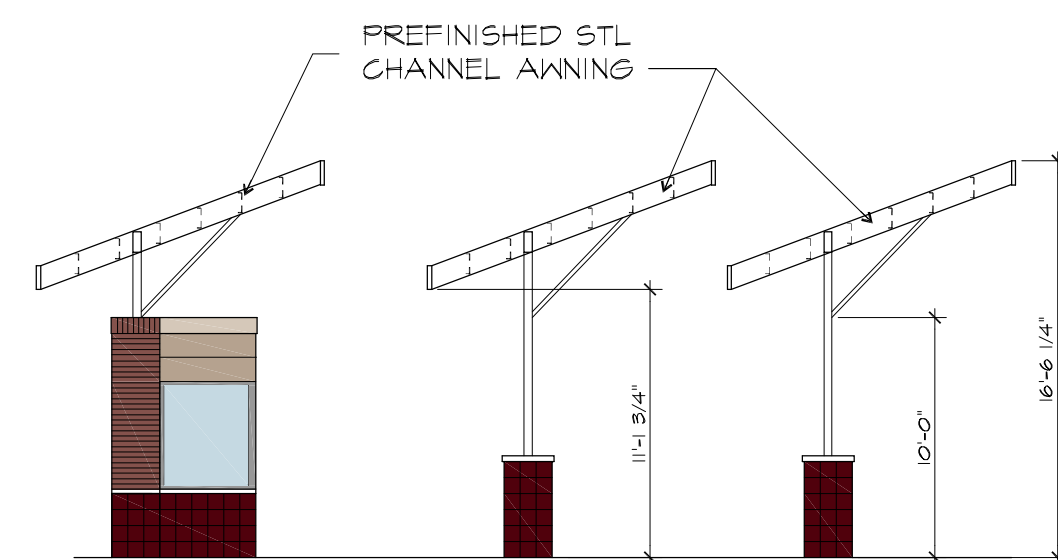
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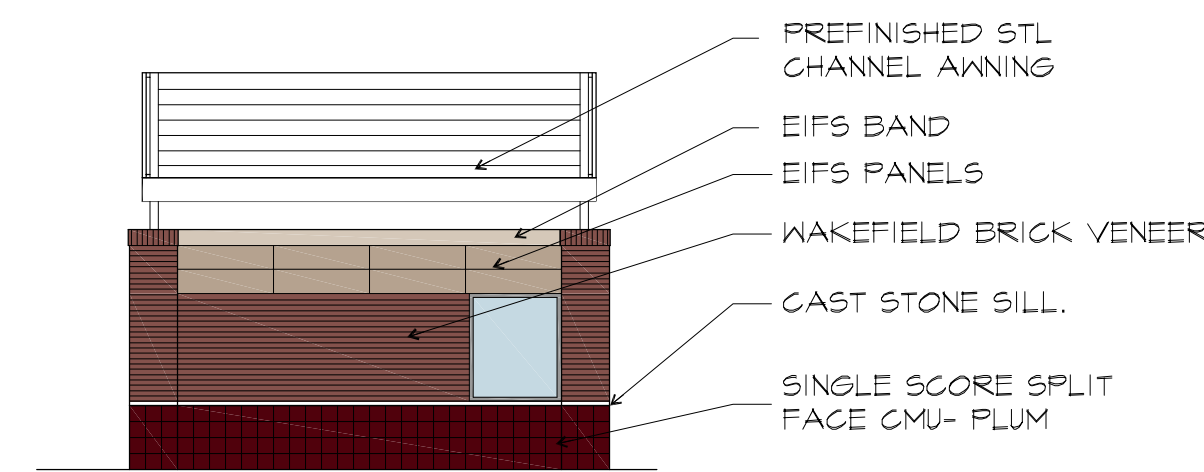
SOUTH ELEVATION- C-STORE
 SCALE: 1/8" = 1'-0"



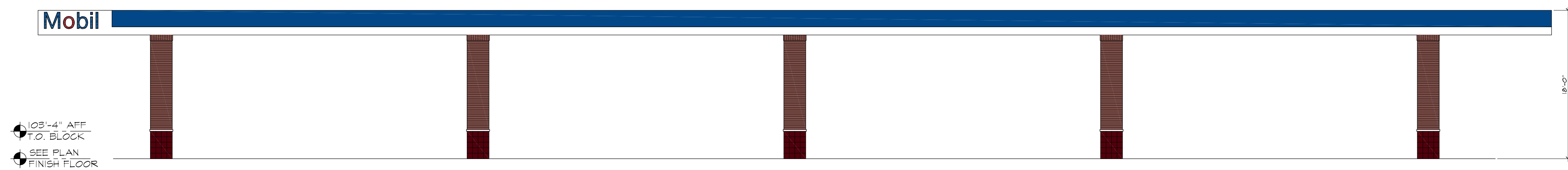
NORTH ELEVATION- C-STORE
 SCALE: 1/8" = 1'-0"



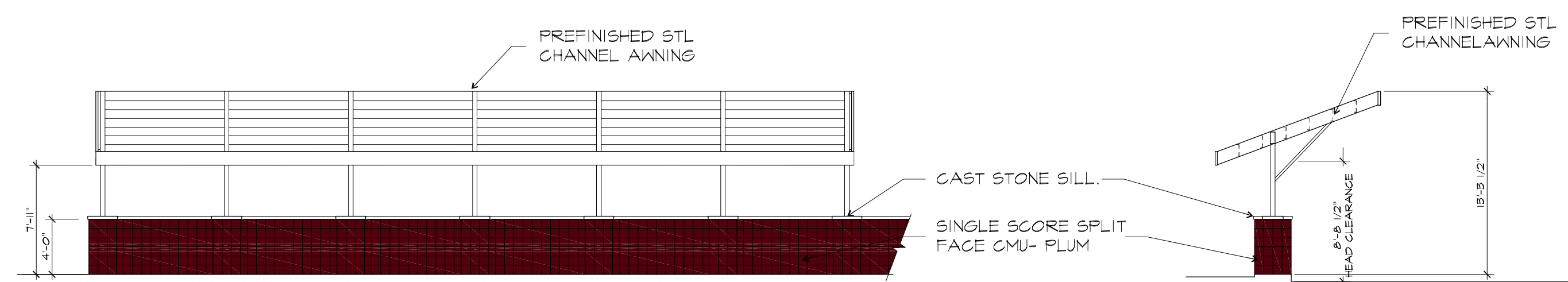
EAST ELEVATION- CW CANOPY
 SCALE: 1/8" = 1'-0"



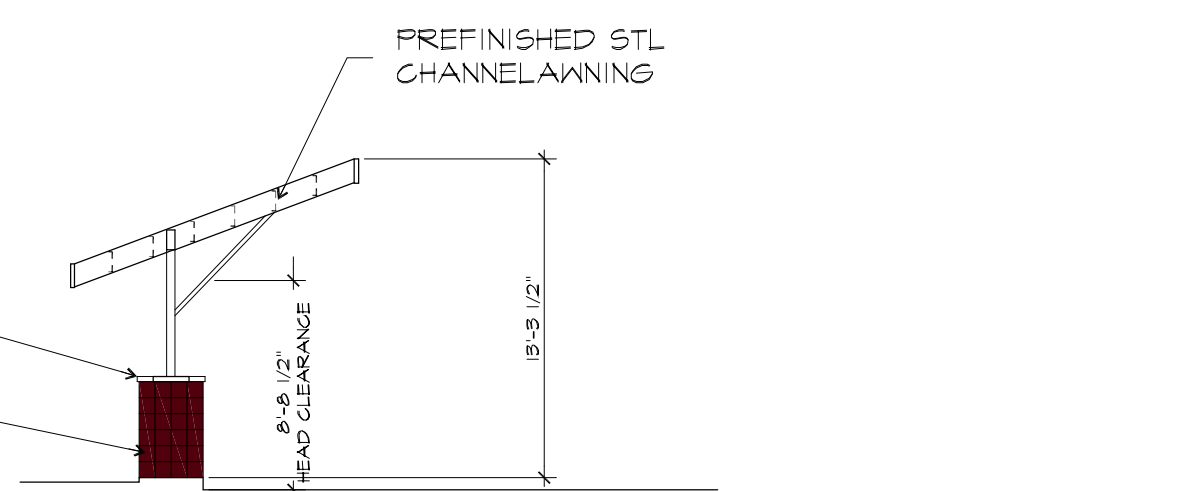
SOUTH ELEVATION- CW CANOPY
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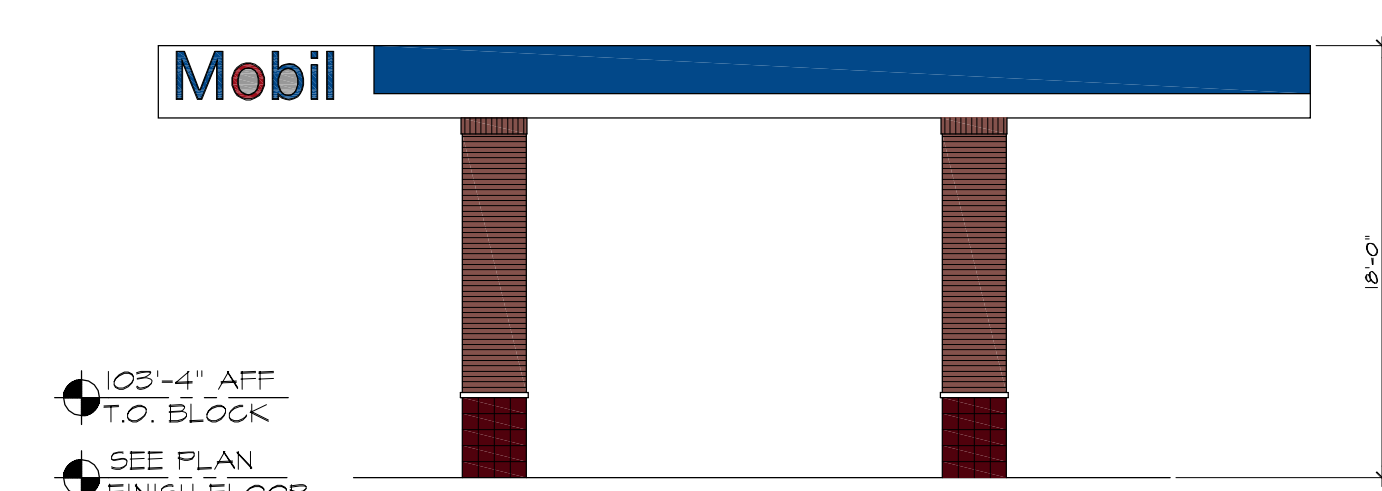
SOUTH ELEVATION FUEL CANOPY
 SCALE: 1/8" = 1'-0"



SOUTH ELEVATION- VACUUM SCREEN- CONNECTOR
 SCALE: 1/8" = 1'-0"

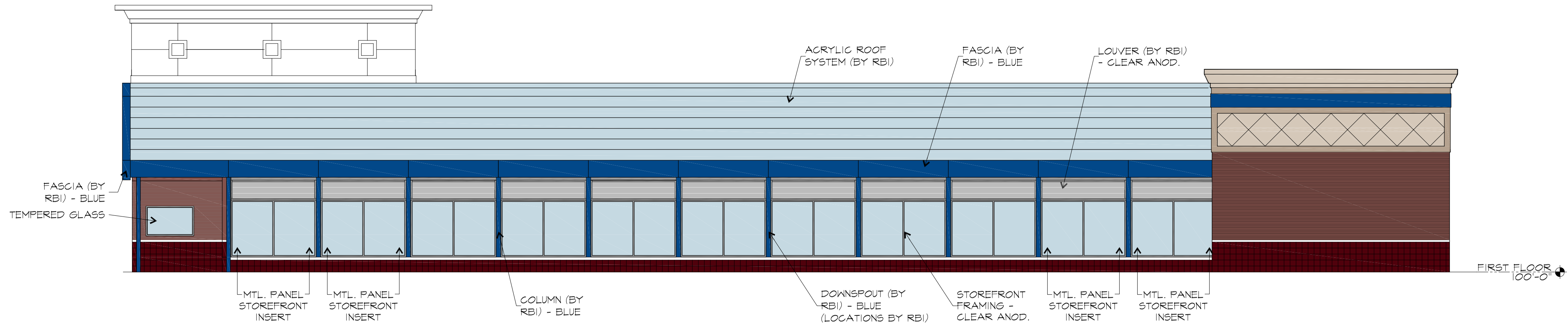


EAST ELEVATION VACUUM SCREEN
 SCALE: 1/8" = 1'-0"

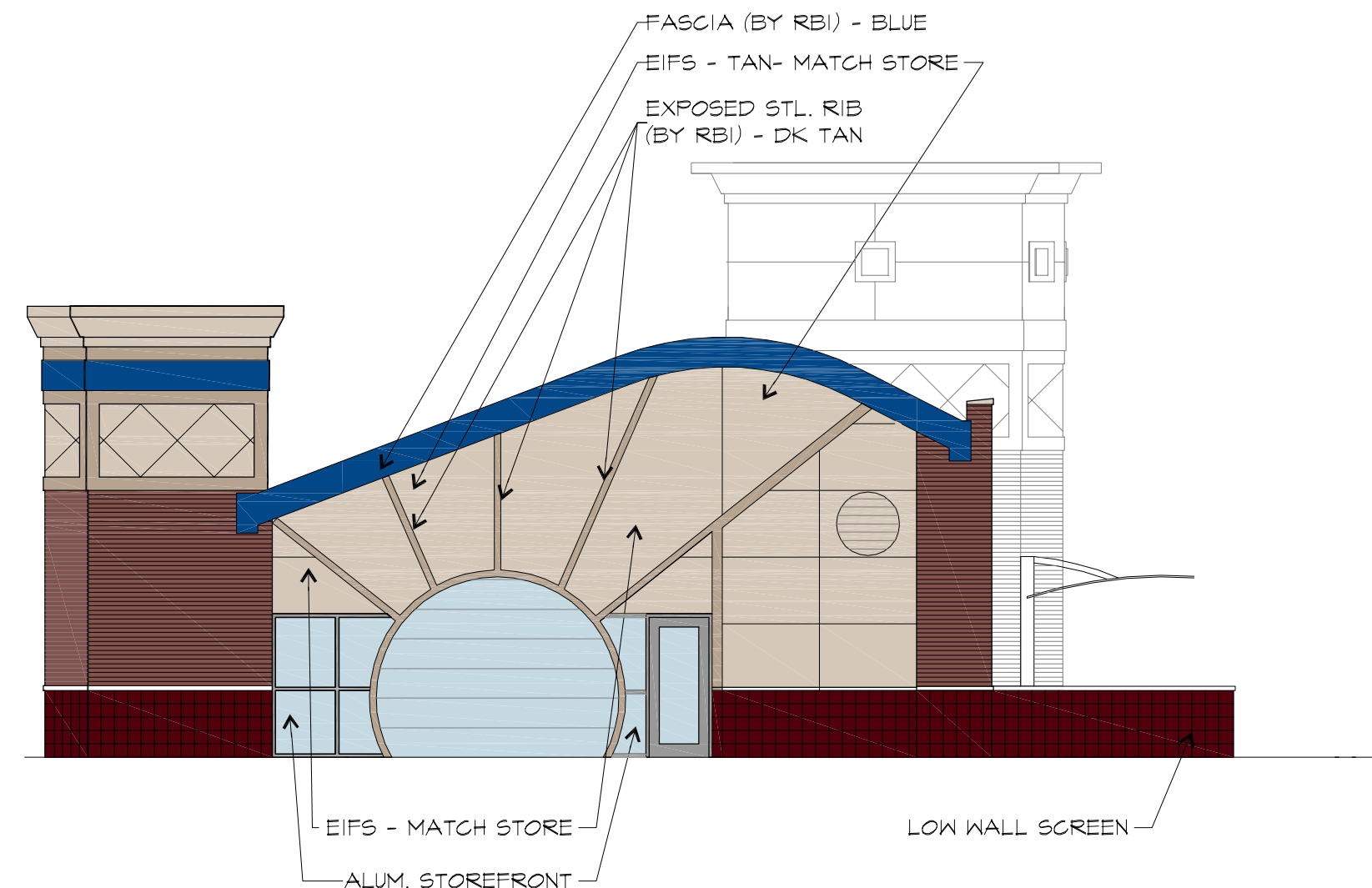


EAST ELEVATION FUEL CANOPY
 SCALE: 1/8" = 1'-0"

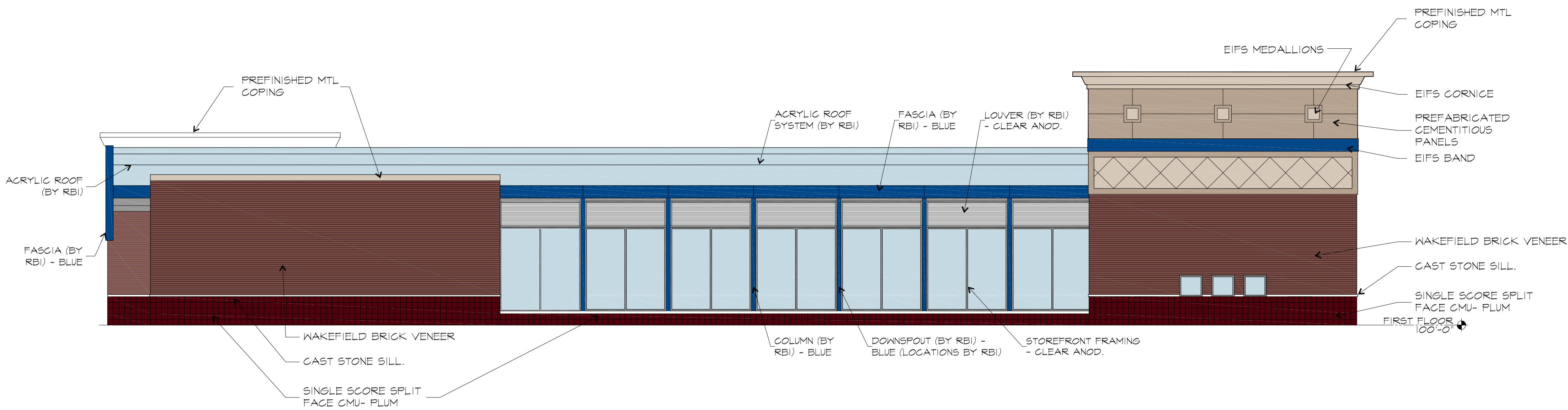
P&Z SET



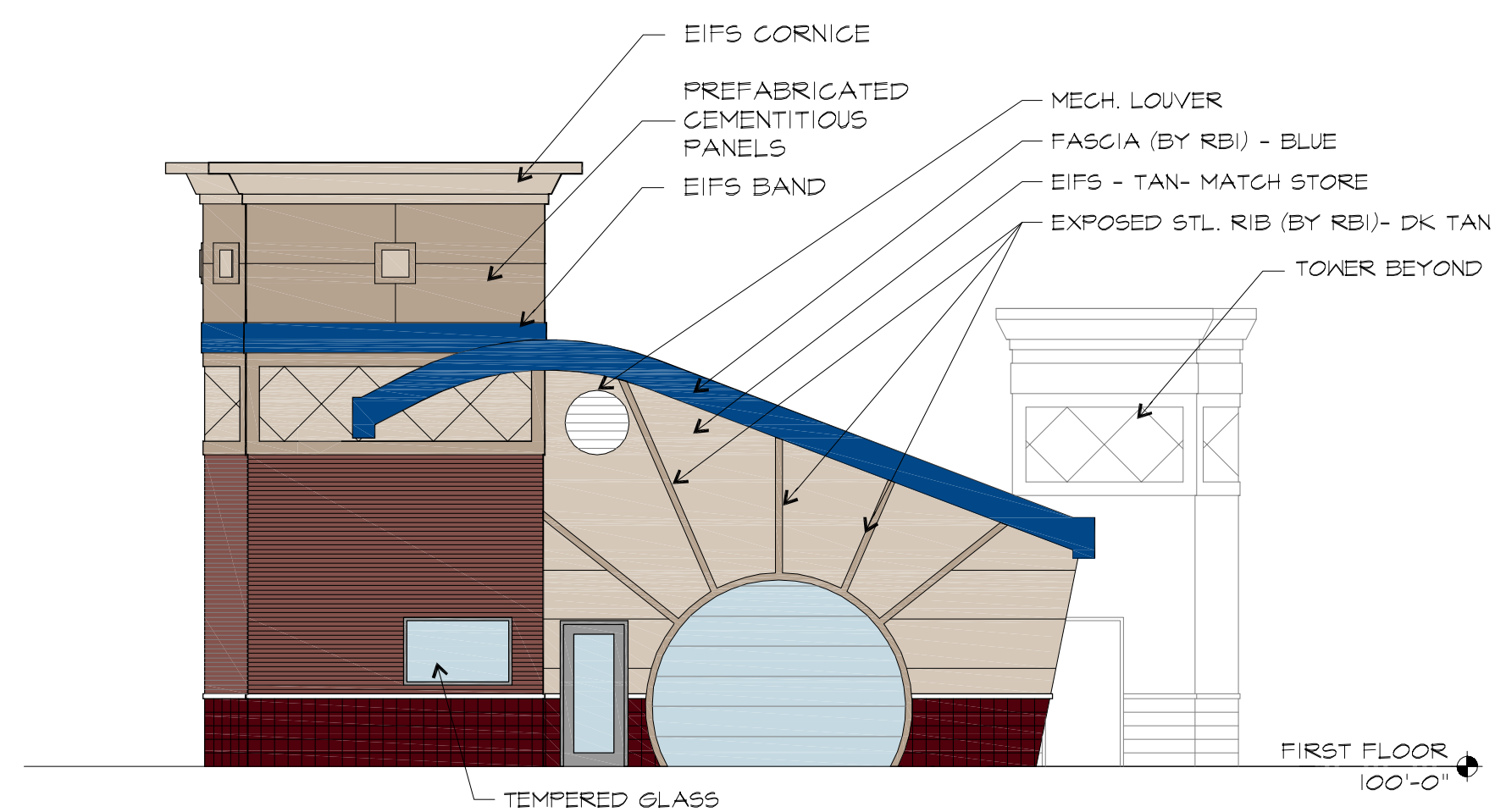
WEST ELEVATION
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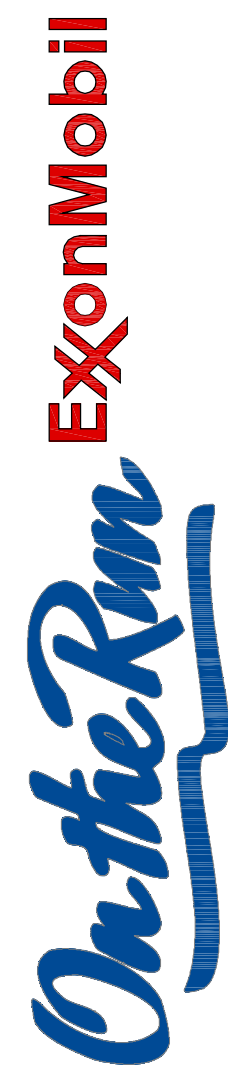
SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



EAST ELEVATION
SCALE: 1/8" = 1'-0"



NORTH ELEVATION
SCALE: 1/8" = 1'-0"



CONVENIENCE STORE AND CAR WASH

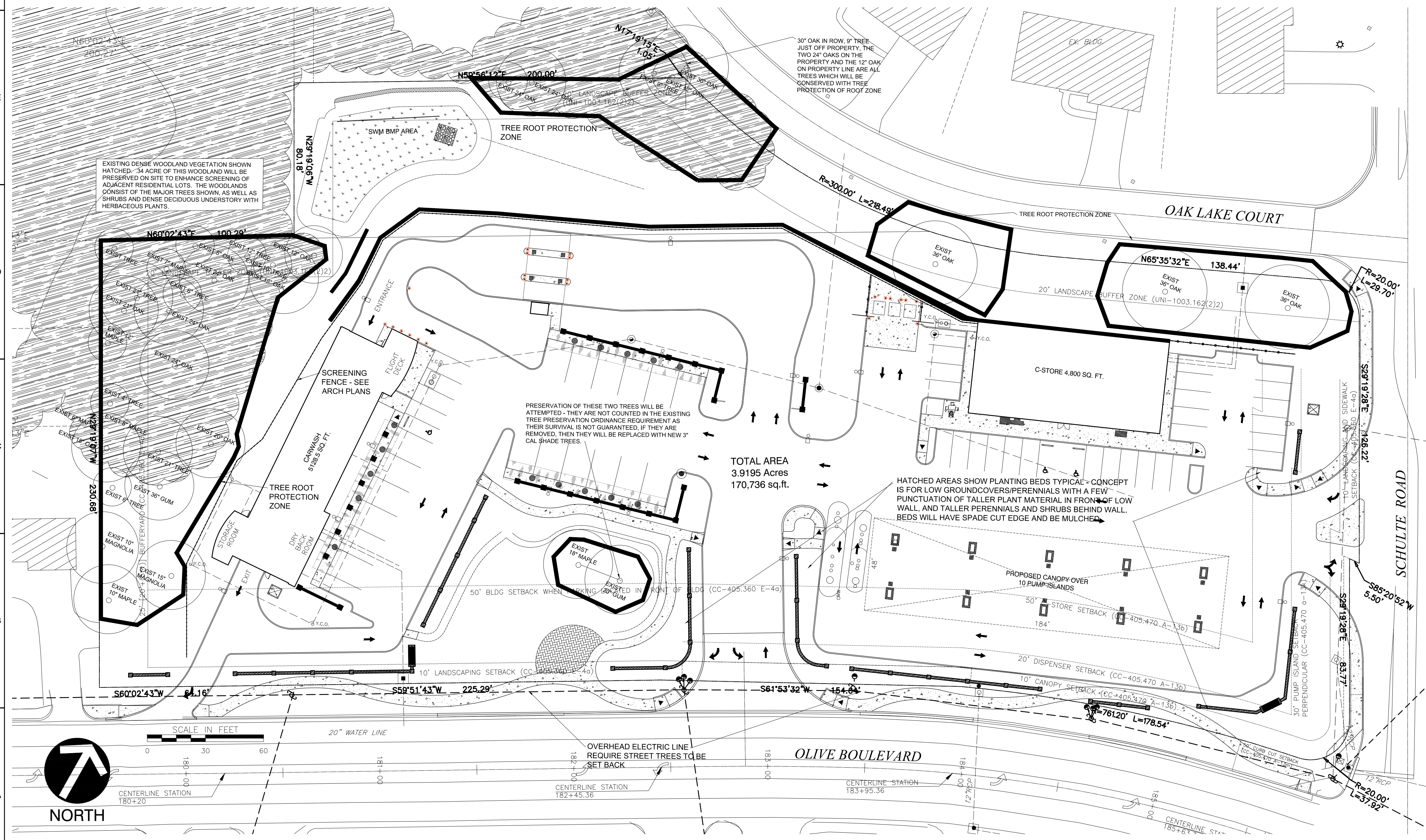
1109 OLIVE BLVD
CHEVE COEUR, MISSOURI 63141
Attachment: 20161104_Architectural (16-031 Mobil on the Run and Brite Work Car Wash RZG.CUP.SDP)

PROJECT NUMBER	1623
DATE	11-4-16
DRAWN BY	JVF
CHECKED BY	SNM
REVISION	

A5.2
EXTERIOR ELEVATIONS

FIELD ADJUSTMENT MAY BE NECESSARY FOR DEMO OF EXISTING STRUCTURES.

DRAWING NO.:		LA 01	
SHEET		1	OF 2
PLANNED COMMERCIAL DEVELOPMENT BRITE WORX CARWASHERY MOBIL ON THE RUN WALLIS COMPANIES DATE: NOV 2016 DWG SCALE: 1"=30' PROJECT NO.: MDR BY: DRAFT: 110-24			



H | EXISTING TREES - 72 TREES EXIST ON THE SITE -18 WILL BE PRESERVED

STREET TREES ALONG SCHULTE - OVERHEAD UTILITIES OBSTRUCT THE PLACEMENT OF STREET TREES ALONG THIS FRONTAGE EXCEPT AT THE VERY NORTH END WHICH CAN ACCOMMODATE 2 STREET TREES. AN ADDITIONAL 2 LARGE SHADE TREES WILL BE PROVIDED ALONG THIS STREET IN LOCATIONS THAT CAN BE SET BACK FROM THE UTILITY INTERFERENCE AND NOT OBSTRUCT THE SIGHT TRIANGLE OF THE INTERSECTION.

14 ADDITIONAL TREES (A MIX OF SHADE TREES, FLOWERING TREES AND EVERGREEN TREES) WILL BE PROVIDED IN THE GREEN SPACE TO THE NORTH AND WEST OF THE PROPERTY FOR RESIDENTIAL BUFFER.

NOTES:

1. ALL LANDSCAPE AREAS WITHIN GRADING LIMITS TO BE IRRIGATED.
2. ALL GREENSPACE AREAS OUTSIDE OF MULCHED LANDSCAPE BEDS TO BE SODDED TURF.

OLIVE AND SCHULTE SIDES: THE MAIN LANDSCAPE TREATMENT IS THE ORNAMENTAL KNEE WALL. THIS WALL IS ACCENTED WITH VERY LOW GROUNDCOVER BEDS IN FRONT AND PUNCTUATED WITH TALLER FLOWERING SHRUBS ON THE BACKSIDE WHICH WILL BE TALLER THAN THE WALL CREATING A MODULATING LAYERED LOOK WHICH ENHANCES THE WALL WITHOUT OBSCURING IT. IN THE FRONT PLAZA AREA, THE EXISTING TREES GIVE INSTANT VEGETATIVE MASS AND ARE SUPPLEMENTED WITH A GARDEN STYLE LANDSCAPE OF FLOWERING TREES, SHRUBS AND PERENNIAL FLOWERS. ON THE NORTH AND WEST MANY LARGE EXISTING TREES ARE PRESERVED AS AN IMMEDIATE BUFFER TO THE RESIDENTIAL AREA, AND MANY ADDITIONAL EVERGREENS AND SOME DECIDUOUS TREES ARE PROPOSED FOR FURTHER SCREENING.

DEVELOPMENT NOTES

3. TOTAL PARCEL AREA: 170.736 SQ.FT. (3.920 ACRES)
AREA WITHIN CITY LIMITS 122,277 SQ.FT. (2.807 ACRES)
AREA WITHIN UNINCORPORATED 48,459 SQ. FT. (1.113 ACRES)

4. CURRENT ZONING (CC)– SINGLE FAMILY RESIDENTIAL & GENERAL COMMERCIAL
PROPOSED ZONING (CC)– GENERAL COMMERCIAL
CURRENT ZONING (UNI)– R3 (RESIDENCE) & C8 (PLANNED COMMERCIAL DISTRICT)
PROPOSED ZONING (UNI)– C8 (PLANNED COMMERCIAL DISTRICT)

5. SETBACKS–
FRONT YARD/ROW (CC) 10 FEET OLIVE BLVD. (CC)
0 FEET SCHULTE ROAD (IN LIEU OF ROW GIVEN TO COUNTY)
SIDE YARD (CC) 12 FEET*
SIDE YARD (UNI) 10 FEET
REAR YARD (UNI) 15 FEET (NORTH PROPERTY LINE)
BUFFER YARD 25 FEET [SEC 405.360 E–4g] * WITH FENCE FOR DRIVE THRU SCREENING
*BUFFER YARD @ 20FT + (5 X 1) = 25 FEET
BUILDING HEIGHT NOTE: ALL PROPOSED BUILDINGS TO BE 1 STORY IN HEIGHT

6. SPECIAL CONSIDERATIONS–
4.1. TRASH ENCLOSURES SHALL BE INTERIOR TO THE SITE AND NOT ALONG THE NORTH PROPERTY LINE
4.2. SIDEWALKS ALONG OLIVE BLVD. SHALL BE FIVE-FOOT IN WIDTH UNLESS ABUTTING CURB, IN WHICH CASE SHALL BE INCREASED TO SIX-FOOT WIDE.
4.3. PLAN SHALL BE SO DEVELOPED TO INCLUDE AN INTEGRATED PEDESTRIAN CIRCULATION SYSTEM.

7. FIRE DISTRICT: CREVE COEUR

8. FLOOD NOTE:
ACCORDING TO THE FLOOD INSURANCE RATE MAP OF THE CITY OF CREVE COEUR, MISSOURI (COMMUNITY PANEL NUMBER 290344 0166 H, EFFECTIVE DATE AUGUST 2, 1995), AND THE FLOOD INSURANCE RATE MAP OF ST. LOUIS COUNTY, MISSOURI (UNINCORPORATED AREAS) (COMMUNITY PANEL NUMBER 290327 0166 H, EFFECTIVE DATE AUGUST 2, 1995) THIS PROPERTY LIES WITHIN ZONE X. ZONE X IS DEFINED AS AN AREA OF MINIMAL FLOOD HAZARD.

9. ALL PROPOSED UTILITIES SHALL BE LOCATED UNDERGROUND,

10. TRASH ENCLOSURES SHALL BE SIX FOOT (6') IN HEIGHT AND SHALL BE CONSTRUCTED W/ A SIGHT–PROOF GATE; MATERIALS SHALL BE COMPATIBLE WITH THE ARCHITECTURE OF MAIN BUILDINGS AND OF SIMILAR MATERIALS.

11. STACKING: GENERAL STANDARDS
9.1. DRIVE–THROUGH STACKING LANES SHALL HAVE A MINIMUM WIDTH OF TWELVE FEET.
9.2. STACKING LANES SHALL BE SET BACK 20 FEET FROM RESIDENTIALLY ZONED PROPERTY LINES.
9.3. AUDIBLE ELECTRONIC DEVICES SUCH AS LOUDSPEAKERS, AUTOMOBILE SERVICE ORDER DEVICES, AND SIMILAR INSTRUMENTS SHALL NOT BE LOCATED WITHIN 50 FEET OF ANY RESIDENTIAL PROPERTY LINE.
9.4. DRIVE–THROUGH AREAS, INCLUDING BUT NOT LIMITED TO MENU BOARDS, STACKING LANES, TRASH RECEPTACLES, LOUDSPEAKERS, DRIVE UP WINDOWS, AND OTHER OBJECTS ASSOCIATED WITH THE DRIVE–THROUGH AREA SHALL BE LOCATED IN THE SIDE OR REAR YARD OF A PROPERTY, AND SHALL NOT CROSS, INTERFERE WITH, OR IMPEDE ANY PUBLIC RIGHT–OF–WAY.

12. CROSS–ACCESS TO BE ESTABLISHED BY PLAT.

[illegible]

	LARGE SHADE TREE TYPICAL LARGE SHADE TREE SUCH AS MAPLE, HONEYLOCUST, GINKGO, YELLOWWOOD, ETC. INSTALLED AT 2.5-3" CAL INITIAL SIZE.	10
	SMALL FLOWERING DECIDUOUS TREE ORNAMENTAL SMALL TREE SUCH AS MISTLETOE REDBUD, FRINGE TREE OR DOGWOOD INSTALLED AT 6" TALL INITIAL SIZE.	7
	EVERGREEN TREE LARGE EVERGREEN TREES SUCH AS WHITE PINE, NORWAY SPRUCE AND SERBIAN SPRUCE, INSTALLED AT 6-7" TALL INITIAL SIZE	8
	COLUMNAR DECIDUOUS TREE COLUMNAR FORM OF DECIDUOUS SHADE TREES SUCH AS MAPLE, GINKGO OR OAK, THESE STAY NARROW LIKE A COLUMN. INSTALLED AT A 2.5-3" CALIPER INITIAL SIZE	13
	EXISTING TREE TO REMAIN THE EXISTING TREES TO BE PRESERVED INCLUDE VARIOUS DECIDUOUS SPECIES AND SOME EVERGREEN SPECIES AS SHOWN ON THE PLAN. THEY RANGE IN SIZE FROM 8" CAL. TO 36" CAL. IN SIZE.	34
	LARGE EVERGREEN SHRUBS MATURE AT 20-25' TALL, SLOWER GROWING AND DENSER THAN LARGER EVERGREEN TREES AT MATURITY. 4-5' TALL INITIAL PLANTING SIZE (LARGER INITIAL PLANTING SIZE NOT AVAILABLE DUE TO SLOW GROWING NATURE OF THIS TYPE OF EVERGREEN) EXAMPLES INCLUDE KETELEERI UPRIGHT JUNIPER AND OAKLEAF HOLLY.	15
	LARGE FLOWERING SHRUBS LARGE ORNAMENTAL FLOWERING SHRUBS SUCH AS VIBURNUM, CREPE MYRTLE AND THE LARGE HYDRANGEA (LIMELIGHT)	27
	ORNAMENTAL LANDSCAPE PERENNIAL FLOWERS, LOW SHRUBS, ORNAMENTAL GRASSES AND GROUNDCOVER MIX FOR ORNAMENTATION	3,175 sf

Design Narrative

Mobil On the Run Convenience Store and BriteWorx Car Wash

Northwest Corner of Olive and Schulte, Creve Coeur, MO 63141

This design narrative was prepared to provide a description of how the individual components presented in the “City of Creve Coeur Design Guidelines” were addressed and considered in preparation of the proposed development. These are numbered to follow along with those guidelines.

Chapter 1- Site Layout

A. Physical Features and Site Relationships

1. The existing topography and foliage is being maintained as much as possible to minimize the site topography changes. Grade changes will be as natural as possible, however, the use of retaining walls and masonry fencing will be used to provide additional screening and enhancements to the buffer yards.
2. Existing site features are being maintained to as much as possible with new natural site features added to enhance the site. These new site features add interest to the site and provide nodes along the way for the pedestrians to enjoy, such as a small “pocket park.”
3. Building orientation has been designed to create spaces of interest and focal points within the site which adds visual interest. These features soften the scale of the project by providing intermittent screening from all approaches to the site.
4. Site design addresses these issues by utilizing existing natural barriers and augmenting them with new manufactured barriers to compliment those natural barriers, lessening the impact to the adjacent properties. By combining existing natural barriers with new landscaped areas on the entirety of the site, the impact of this development is minimized. This development proposes approximately 50% green space to lessen the impact on surrounding property owners.
5. Utility project elements are designed to be as far back on the site as possible and screened. Materials for screening and physical locations were evaluated to lessen the visual impact to the public
6. Though this project is not phased, care has been taken to maintain continuity and completeness.

B. Streetscape/Pedestrian Orientation

1. Streetscaping design mixes hard elements and soft elements in order to visually and textually create interest in the pathway around the site. The hard element is a low, pedestrian scale, wall with pilasters and street lights that helps guide the pedestrian along the site and then into the site. Once on the site, more wandering paths allow pedestrian circulation within the site. This directly correlates to the City's Pedestrian Plan.
2. Where gaps occur in the streetscaping, pedestrian circulation is encouraged to enter into the site to discover greenspace and other outdoor elements.
3. The open space in the streetscape provides a path to help direct pedestrians from the street through the site to either building, as well as, between both buildings. The "pocket park" area of interest also helps mitigate stormwater runoff.
4. The design incorporates public spaces within the site for pedestrians and community members to view landscaping and to gather. These features directly correlate to the City's Pedestrian Plan.
5. Site design and building design are integrated to provide various scales, materials and 3 dimensional elements to enhance the visual interest of pedestrians and the community. This correlates directly to the City's Pedestrian Plan.
6. Public entrance to the buildings from the street is through a series of paths, landscaped with street trees, low masonry walls and street lights. Signage will be visible and identifiable from the street and the windows will be lightly tinted to encourage facility users to enter. These paths correlate directly to the City's Pedestrian Plan.
7. Street trees are designed in to enhance the site appearance and compliment the overall experience. By using a multiple species approach, the landscaping provides visual and textural variation and guards against diseases affecting single species.
8. Sidewalk and lighting are consistent and coordinated with the overall site design. These elements are integral to the further development of the East Olive Corridor Plan to enhance the pedestrian experience and provide visual interest along the street and through the site.
9. Sidewalk and vehicle intersections are designed to emphasize the pedestrian path through color and texture changes. These elements clearly define the pedestrian experience, clearly separates pedestrian and vehicular movements and correlates to the City's Pedestrian Plan.
10. The rear of the buildings are designed to be consistent in color and material to the front of the buildings and vegetation, both new and preserved, was considered to also add to the buffer and transition.
11. Vehicle access to the site has been designed to provide one main access point per street frontage and the access along Olive is shared between the two site uses.

12. The walk in front of the entry to the business is 10' wide with more than 4' of pedestrian clearance. The ease of pedestrian movement correlates to the City's Pedestrian Plan.
13. The sidewalks comply with the City Pedestrian Plan.

C. Streetscape/Pedestrian Orientation

1. Circulation patterns on the perimeter and interior to the site are clearly defined and safe.
2. Pedestrian routes within the site are buffered and landscaped and also provide points of interest and other amenities.
3. Access by vehicle and by pedestrian are separated and safe while adding to the arrival experience to the site and buildings.
4. Pedestrian, bicycle and vehicle circulation have been separated to the extent possible. When these paths cross, color and texture designations occur.
5. Pedestrian linkage between structures and within the site are provided and emphasized.
6. Bicycle parking is highly visible and lockable.

Note: All of these site and pedestrian points of interest and circulation routes have been created by the building placement and designed elements to reduce the commercial feel of the proposed development to a more residential/neighborhood feel.

Chapter 2- Buildings

A. General Architectural Guidelines

1. The building designs are articulated to create interest and be distinct while using high quality materials.
2. Outdoor spaces of interest have been incorporated into the overall design with structures of similar building elements linking the site together. The small scale of these connector elements and outdoor spaces reduce the scale of the overall development, while still linking the development together as a whole.
3. The building facades have been articulated to increase visual interest and create shadow lines using various elements. These elements help breakdown the building scale to create a more human scale and clearly define the building entry points and termination points.
4. The nature of this particular type of building use is single story. The building height has been increased to add mass and create more visual interest and to screen various necessary functional equipment. The building has been situated on the site further back from the street due to site function and also to reduce the scale of the building to a more

human scale. This setback also affords more opportunity to screen the building and reduce elements to a more human scale at the street view.

B. Scale

1. The site layout and building height have been carefully considered. Lower use adjacent areas receive the lower height of the building elevations and the more public and visible views receive the higher building elevations while still maintaining a human scale through the use of material and massing. Additionally, staff has indicated a potential use for the property immediately adjacent (West) of the site and the scale of this potential development has been taken into consideration. This development provides additional space between the potential development to the West through building orientation. This orientation affords additional opportunities for maximum screening.
2. The buildings achieve human scale through multiple massing changes, material accents various insets and building element features.
3. Both buildings employ similar massing and detail elements to maintain consistency within the site. The linking element between the buildings employs similar material and massing elements, further connecting the buildings and maintaining design consistency.

C. Design

1. The building design incorporates several high quality materials and design elements throughout the site. The scale of these elements are residential scale to add to the human scale of the building. The colors selected are warm and inviting, adding to the residential scale and feel of the building.
2. Façade design for all structures incorporates several massing changes to decrease repetitiveness and provide visual interest.
3. The entry pieces are articulated vertically and horizontally to clearly define the entrance.
4. Overall site and building design use elements consistent with high quality and visual interest. As the pedestrian approaches and then enters the site, these elements will increase slightly in scale and change texture and color providing an interesting journey. The low wall elements and overhead canopies use materials consistent with the proposed building while also screening functional elements of the vacuum areas from vehicular and pedestrian view.
5. Separation distance between the buildings is the minimum for required vehicle circulation. In order to visually link the buildings, a connector element is designed with similar design materials and elements to maintain visual consistency.
6. Each building is a unique design, consistent with the City Comprehensive Plan while maintaining enough similarity to other previous projects by this Developer. While the

buildings are similar in style to other previously designed buildings for this client, they are not “prototype” buildings. Different locations and sites have different design parameters which provides the opportunity to create a unique building while maintaining familiarity with a brand.

7. Mixed use of this site is provided through separate building experiences.
8. All elevations receive the same design and material treatment.
9. Both buildings utilize parapets to screen roof top items. Those parapet elements are integral to the design concept.
10. Both buildings utilize energy efficient design elements and systems.

D. Relationship to Neighboring Development

1. The site and building development is consistent with surrounding existing and newer developments along the East Olive Corridor in the use of material, streetscape and color. This design utilizing a complete package of site and building design, in a unique location, will help set a standard for future development along this corridor. The use of the site is not changing. The proposed development will enhance the design of the corner and provide a fresh, new, updated design showing the City’s progress.
2. Both main buildings are linked visually with a connecting element using consistent materials and massing.
3. The majority of the building materials and colors are earth tone and neutral. An accent color is used to tie both buildings together and create visual interest. This same accent color is seen all along the East Olive Corridor from Graeser Road to Interstate 270.
4. Pedestrian paths and pedestrian elements are incorporated into the site plan design and the building layout to create outdoor public spaces of interest.

E. Materials/Colors

1. The building materials selected are of high quality and high durability and most are natural, traditional materials.
2. Color for the materials is integral, adding to their durability. The most durable materials are placed near the ground to achieve maximum durability.
3. The EIFS element is used in a location that is not accessible to the user in order to maintain the building material durability. The “plasticity” of the EIFS allows for the various insets and offsets and detail accents to visually enhance the building design while allowing the predominate material to be masonry used at the lower level.
4. Both buildings utilize the same Architectural elements and color to provide design consistency throughout the site. All elevations use similar elements and colors to maintain design consistency within the building façades.

5. Any material color changes will occur at inside corners to emphasize mass and alleviate the appearance of “thinness.” Material continuity is maintained within each elevation.
6. Soffits will receive similar finish treatment as the main fascia material.
7. The sidewalks and drive areas are differentiated through color and texture.

F. Building Services

1. Services and trash receptacles are located deep within the site and shielded by solid fences and partially by the buildings so as not to be as visible to the vehicle traffic or pedestrian traffic.
2. Loading areas are also located deep within the site to shield them from vehicle or pedestrian traffic.
3. The utility meters will be located such that they are screened from public view.

Chapter 3- “Use” Specific Guidelines

A. Not Applicable

B. Auto Service Stations

1. The site layout provides one entrance per street on this corner lot. Customer safety is provided by a low masonry wall incorporated into the streetscape design.
2. The paved area is as minimal as possible to provide safe vehicular and pedestrian movement throughout the site. Material, texture and color changes are used to distinguish and separate pathways. This safer pedestrian movement directly correlates to the City’s Pedestrian Plan.
3. The buildings have been designed specifically for this site to provide an increased, upgraded, level of detail beyond the previous buildings of this type within the region. This increased level of detail enhances the users experience of the facility and the City. The Developer has incorporated several adjacent lots in order to reduce the commercial impact and density of the development.
4. Through material and color consistency, the freestanding elements associated with this site are compatible and consistent to the major building elements.
5. Tank vent are incorporated into the fuel canopy design to reduce visibility.
6. The Car Wash Architectural elements, materials and colors are consistent with the Convenience Store Architectural elements, materials and colors. The orientation of the Car Wash building is to specifically reduce the intrusion of the exit opening to vehicular and pedestrian traffic. The exit end also incorporates a storefront element, similar to a

retail establishment, to further deemphasize the door opening element. The orientation also reduces the impact on the surrounding residential areas and the potential development area to the West.

7. All lighting fixtures will be flush with the underside of the canopy.

C. Not Applicable

D. Not Applicable

E. Accessory Buildings and Facilities

1. The accessory facilities such as trash enclosures are designed to directly relate in material, character and detail to the other site components.

Chapter 4 – Landscape Design

1. The landscape design for this proposed redevelopment is of high quality and seeks to maintain and use existing mature vegetation, accommodate and accent pedestrian facilities, provide ample green space and areas of visual interest, and soften larger rigid elements.
2. There is a consistent yet still diverse species and theme throughout the development.
3. The design of the landscape helps identify pedestrian circulation paths from street frontage to the commercial business.
4. Significant design effort and attention has been placed into maintaining existing vegetation in buffer areas and new landscape has been proposed to enhance those buffers.
5. Clear pedestrian pathways and landscape materials have been provided to lessen potential damage by pedestrian or motor traffic.
6. The parking areas are landscaped with trees, shrubbery, and other landscaping materials as well as a pedestrian scale wall.
7. The landscape plan has incorporated a patio area and other such features to create points of visual interest.
8. The green space provided exceeds the requirements and these areas are landscaped with grouped plantings and other elements throughout the site.
9. The pedestrian scale landscape wall, signage, trash receptacles, fencing and other site elements are incorporated into the design of the landscaping.
10. The scale of the landscape materials is diverse by making use of mature existing vegetation and providing low-level shrubbery and landscaping materials. Together

these elements compliment and soften larger scale architectural elements.

11. As mentioned above, the existing mature vegetation has been incorporated into the overall design scheme.
12. Irrigation systems are proposed for the site.
13. The landscape design is intended to accent and enhance architectural and site design features.
14. Any groundcover is proposed to be live plant material.
15. While no berms are proposed, the existing topography helps add to visual screening from adjacent residents.
16. Changes in existing vegetation and topography have been minimized to the extent feasible.

Chapter 5- Miscellaneous

A. Signage

1. The signage will comply with municipal requirements and are integrated into the building design to blend while being an accent.
2. Not applicable
3. Sign areas are minimal and strategically place in logical locations.
4. Individual letter signs will be used where practical.
5. Signage will be internally lighted with little or no glare.

Note: The signage be more consistent with the “Green Line Park” approach mentioned in the Comprehensive Plan.

B. Lighting

1. Illumination levels across the site will vary depending on use and safety. The lighting has been designed to reduce any light directed off site. Full cut off fixtures will be used as required to reduce light directed off site and glare.
2. Exterior lighting will be shielded as required and parallel to the ground.
3. The building lighting is integrated into the building and will be complimentary to the building color and style.
4. Fixture mounting height will vary across the site depending on clearance requirements.
5. Bollard lights may be used at strategic locations to enhance the pedestrian experience.
6. Raised lights poles along the streetscape will be pedestrian scale Architectural style.
7. No neon lighting is proposed.
8. A photometric plan will be provided.

Note: Every effort has been made to discuss the impact with the adjacent residents. Those concerns have been addressed. To minimize the impact, central vacuum systems and lowered, shielded lighting is proposed.

C. Utilities

1. Utilities will be underground and the transformer will be screened.

D. Stormwater Drainage

1. Rooftop drainage has been considered and is conveyed and contained so that it does not impact landscaped areas or sidewalks.
2. The stormwater management facility has been designed to be natural in configuration and appearance and contributes to the enhancement of the buffer.
3. The site exceeds minimum standards for open space requirements and the stormwater management facility is situated such that it does not detract from visual interest.

E. Energy Conservation

1. The building orientation, materials and systems are designed with good energy conservation principles.

F. Screening

1. The proposed masonry fencing is designed with a natural stone façade and visual monotony is minimized by site landscaping and architectural elements.
2. The proposed masonry wall (sound wall) is designed to minimize the visual and audible impacts and it's textures and color coordinate with the balance of the site architecture.
3. The fencing is an integral part of the site.
4. Chain link fencing is not proposed.
5. The proposed fencing is a highly decorative masonry fence.
6. The trash enclosure will be constructed of the same material.

G. Parking

1. The parking lot has limited vast open areas and is broken-up by landscaped areas and pedestrian pathways.

2. On street parking is not feasible at this location, and parking has been located furthest away from residential areas and provided in a manner consistent with the needs of the proposed operation.
3. Underground parking is not proposed.
4. There are no vast open areas of parking proposed that would cause significant glare reflection or visual impact.
5. The parking layout and design is enhanced with pedestrian circulation and does not obstruct direct access from street pedestrian facilities to the public commercial business.
6. Extensive landscaped areas are proposed on the site.
7. Landscaped islands and open spaces have been incorporated into the facilities.
8. No parking or vehicular circulation is proposed in required buffer yard or side yard setback area.
9. No parking structure is proposed.
10. No parking structure is proposed.

H. Retaining Wall

1. The topography of the site has been designed where feasible to minimize the height and length of the retaining walls. The vegetation, both preserved existing trees and proposed landscaping, has been incorporated to enhance visual appearance.
2. The proposed retaining wall has not been terraced in an effort to preserve and maintain existing mature vegetation.
3. The materials utilized for the retaining wall coordinate with the building materials and architecture.

DEVELOPMENT NOTES

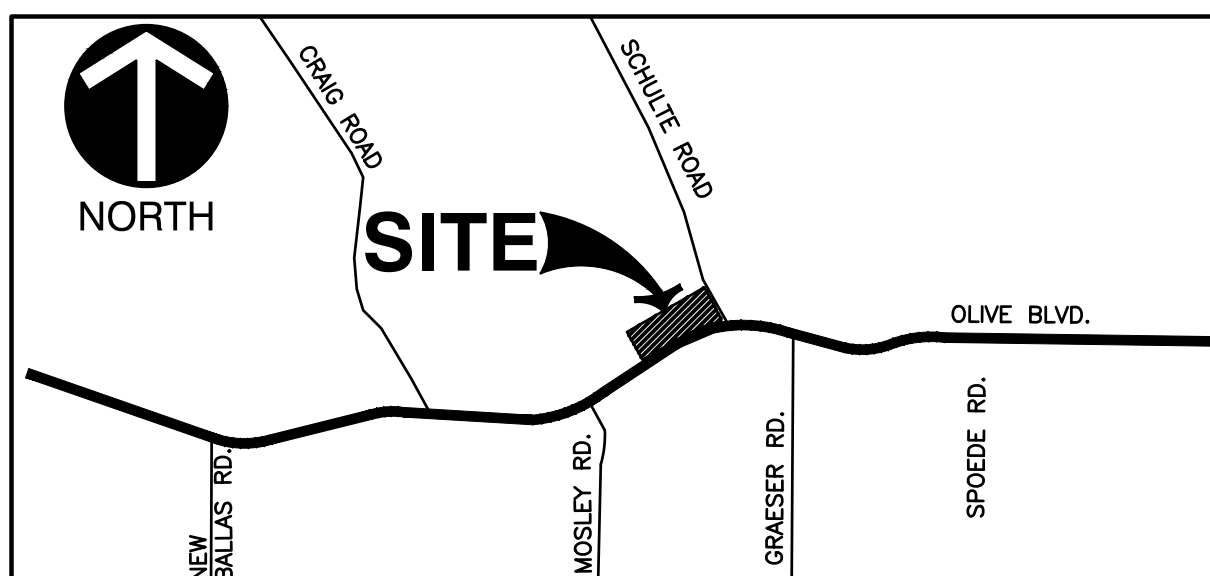
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SITE CALCULATIONS 170,736 SQ.FT.:
AREA CREVE COEUR = 122,277 SQ.FT. (2.807 ACRES)
GREENSPACE (CC) = 52,805
IMPERVIOUS (CC) = 69,472 (56.8%)
AREA UNINCORPORATED = 48,459 SQ.FT. (1.113 ACRES)
GREENSPACE (UN) = 40,098
IMPERVIOUS (CC) = 8,361 (17.3%)
TOTAL GREENSPACE = 91,548 (54.4%)
TOTAL IMPERVIOUS = 77,833 (45.6%)
RATIO OF FLOOR TO SITE IN SQ.FT. (FAR) 1:17.2 (1 SQ.FT. OF FLOOR SPACE TO 17.2 SQ.FT. OF PARCEL AREA)

PARKING CALCULATIONS:
CREVE COEUR
REQUIRED = GENERAL RETAIL @ 4 PER 1,000 SQ.FT. = 19.2
UNINCORPORATED
REQUIRED = CARWASH @ 1/BAY + 5 STACKING PER BAY = 20
= FOOD MARKET @ 3-1/3 PER 1,000 SQ.FT. = 15.9
PROVIDED = 27 STACKING
= 30 SPACES INCLUSIVE OF 2 ACCESSIBLE SPACES



A TRACT OF LAND BEING ALL OF LOTS 1, 2, 3 AND 4 OF "OAK LAKE ESTATES", P.B.92 PG.3 AND PART OF LOTS 3, 4, AND 5 OF THE SUBDIVISION OF THE FARM OF S.S. MATSON IN U.S. SURVEY 1962, TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN ST. LOUIS COUNTY, MISSOURI



PRELIMINARY DRAINAGE NOTES

- PROJECT AREA: 170,736 (3.92 ACRES)
- WATERSHED: FEE FEE
- 15YR/20MIN DIFFERENTIAL RUNOFF (Q=A*Pi, PER MSD):
PRE: Q=(3.92AC)*(0.38)*(3.54)+(3.92AC)*(0.62)*(1.70)=9.43 CFS
POST: Q=(3.92AC)*(0.10)*(4.20)+(3.92AC)*(0.41)*(3.54)+(3.92AC)*(0.49)*(4.60)=9.84 CFS
DIFFERENTIAL RUNOFF: Q=(+)-1.17 CFS
- PER MSD SECTION 4.080.01(2B), THIS PROJECT DOES NOT REQUIRE DETENTION, HOWEVER THE SITE MUST PROVIDE WATER QUALITY.
- PER THE NATIONAL RESOURCE CONSERVATION SERVICE (NRCS) THIS PROJECT IS WITHIN HYDROLOGIC SOIL GROUP 'D' HAVING A LOW INFILTRATION RATE AND HIGH RUNOFF POTENTIAL.
- WATER QUALITY VOLUME FOR THE ENTIRE SITE (3.92 ACRES AT 51% IMPERVIOUS) PER MARYLAND STORMWATER DESIGN MANUAL APPENDIX D-10:
WQp=3.02 CFS OR WQv=8,300 CF
WATER QUALITY BMPs:
• HYDRODYNAMIC SEPARATOR AND SNOUT FOR HOTSPOT AREA AT GAS PUMPS
• BIORETENTION (WILL ALSO PROVIDE VOLUME REDUCTION)

THE FOLLOWING UTILITIES AND OWNERS ARE LOCATED WITHIN THE WORK LIMITS OF THIS PROJECT

LACLEDE GAS COMPANY
COMMERCIAL & INDUSTRIAL MARKETING
720 OLIVE STREET
ST. LOUIS, MO 63101
CONTACT: DAWN SPINK
PHONE: 314-342-0687
EMAIL: JTravis@lacledegas.com

MISSOURI AMERICAN WATER
727 CRAIG RD.
CREVE COEUR, MO 63141
CONTACT: DAWN SPINK
PHONE: (314) 996-2379
EMAIL: dawn.spink@amwater.com

CREVE COEUR FIRE PROTECTION DISTRICT
11221 OLIVE BLVD.
CREVE COEUR, MO 63141
CONTACT: MR. KENNETH BLACK
PHONE: (636) 949-4228

ST. LOUIS METROPOLITAN SEWER DISTRICT
2350 MARKET ST.
ST. LOUIS, MO 63103
PHONE: (314) 768-6200

AMEREN
DORSETT DISTRICT
1212 DORSETT ROAD
MARYLAND HEIGHTS, MO 63043
CONTACT: RYAN ALEXANDER
PHONE: (314) 344-9560
EMAIL: RAlexander2@ameren.com

CHARTER COMMUNICATIONS
815 CHARTER COMMONS
TOWN & COUNTRY, MO 63017
CONTACT: RICHARD STURK
PHONE: (636) 387-6650
EMAIL: mapping-design@chartercom.com

MODOT
WEST AREA PERMITS
1590 WOODLAKE DRIVE
CHESTERFIELD, MO 63017-5712
CONTACT: JIM BODART
PHONE: (314) 340-4318
EMAIL: James.Bodart@modot.mo.gov

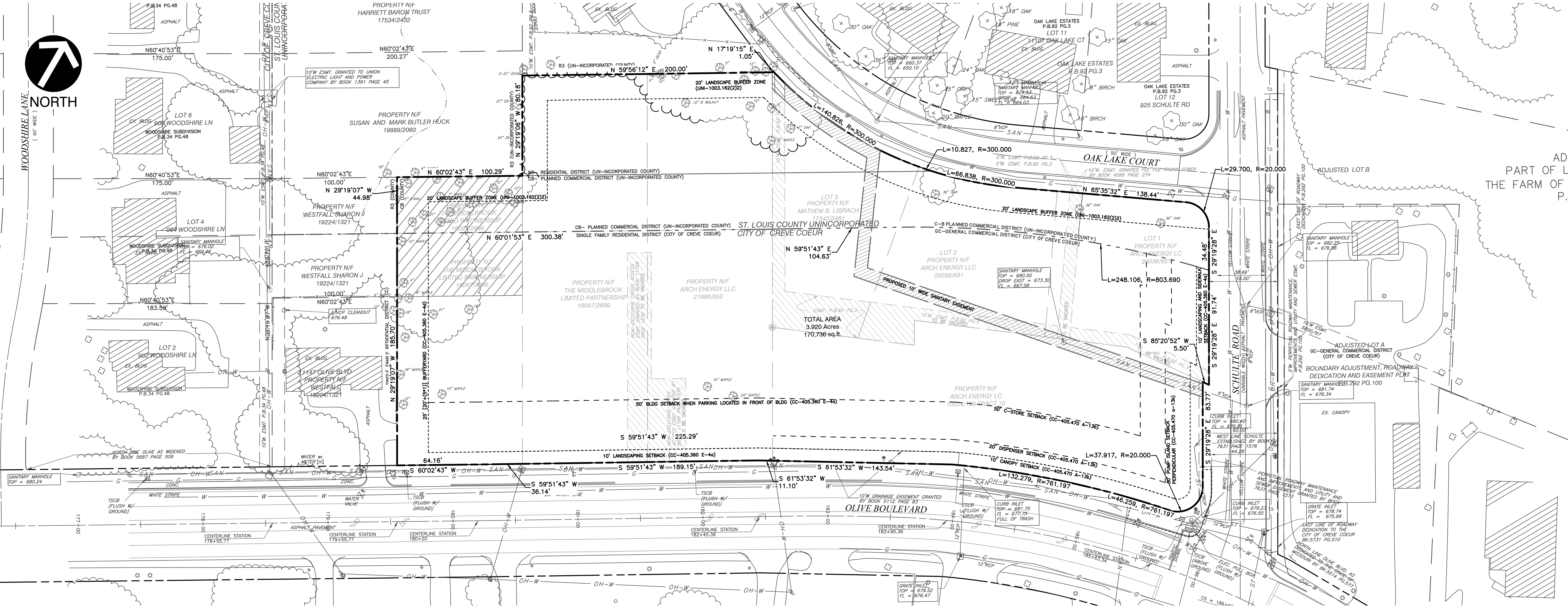
Civil & Environmental Consultants, Inc.
CERTIFICATION/LICENSE NO. 2002013942
4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 - 866-250-3679
www.cesinc.com

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX

PRELIMINARY PLAT

DRAWING NO. **PLAT**
SHEET 1 OF 1



- REFERENCE**
- TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.

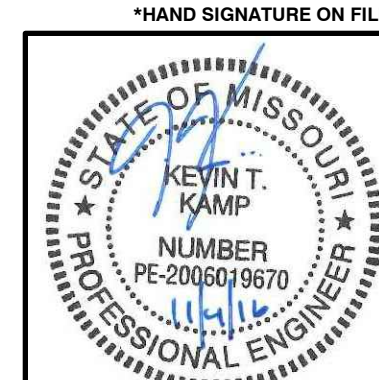


CALL BEFORE
YOU DIG!
1-800-DIG-RITE

LEGEND

- PARCEL LINE
- SETBACK LINE
- PROPOSED EASEMENT
- EASEMENT VACATE

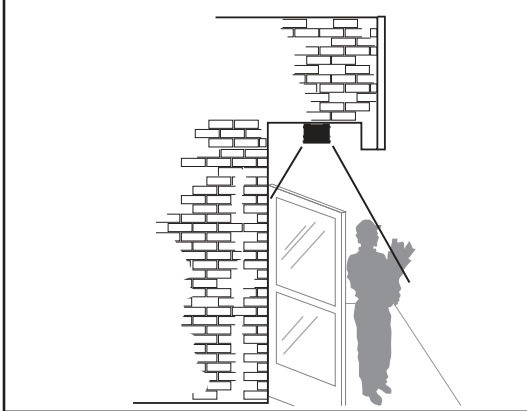
SCALE IN FEET
0 30 60



LED SOFFIT STRIP - LSS



TYPICAL APPLICATION



U.S. and international patents pending

APPLICATION - A complete continuous row building series of high performance, energy efficient LED illumination in an easy to install format. Designed for applications for storefront walkways and sidewalks.

LEDS - Select High-brightness LEDs. Available in 4100K (NW) and 5000K (CW). 70 CRI (nominal).

OPTICS - High efficiency, die formed, one piece reflectors provide a smooth and brilliant Symmetrical distribution.

LIGHT OUTPUT - Input power is 2.64 watts per foot. Cool White (CW) lumens per foot are 215. Neutral White (NW) lumens per foot are 180.

HOUSING - Die formed, non-corrosive aluminum, painted with several powder coat finish options.

POWER SUPPLY - 60w, 120-277V 50/60Hz. IP67 rated for use in wet, damp and dry locations.

OPERATING TEMPERATURE - -35°C to +60°C (-31°F to +140°F)

INSTALLATION - Installs in continuous row or staggered applications designed to span entire soffit lengths.

EXPECTED LIFE - Projected life of 50,000 hours minimum.

WARRANTY - Limited 5-year warranty.

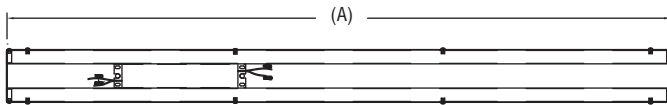
LISTING - ETL compliant to U.S. and Canadian safety standards. Suitable for wet locations.

PHOTOMETRICS - Application layouts are available upon request. Contact LSI Applications Group at lighting.apps@lsi-industries.com



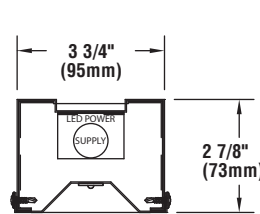
wet location

DIMENSIONS

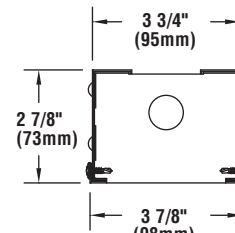


Description	Dim "A"
4 ft. Soffit Housing	48" / 1220 mm
6 ft. Soffit Housing	72" / 1829 mm
8 Ft. Soffit Housing	96" / 2439 mm

Dimensions above are for determining overall length of individual sections. Specify total linear run length per individual straight run to insure proper power supply requirements. Standard maximum length of a single unit is 8 feet. All other specified lengths are combinations of 8 feet and below.



CROSS SECTION



END VIEW

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **LSS 4 LED CW UE**

Prefix	Total Linear Length Required (ft.) ¹	Light Source	LED Color	Input Voltage
LSS	4 - 4ft 6 - 6ft 8 - 8ft	LED - Light Emitting Diode	CW - Cool White NW - Neutral White	UE - Universal Input Voltage (120-277V)

NOTE:

1- Standard maximum length of a single unit is 8 feet. All other specified lengths are combinations of 8 feet and below.



Project Name _____ Fixture Type _____

Catalog # _____

03/30/15

Packet Pg. 180

LED CANOPY LIGHT - LEGACY™ (CRUS)



US & Int'l. patents pending.

HOUSING - Low profile, durable die-cast, aluminum construction, providing a reliable weather-tight seal.

LEDS - Features an array of select, mid-power, high brightness, high efficiency LED chips; 5300°K color temperature, 70 CRI (nominal).

DRIVE CURRENT - Choice of Low Wattage (LW) or Super Saver (SS).

OPTICS / DISTRIBUTION - Symmetrical, which directs light through a clear tempered glass lens, to provide a uniform distribution of light to vertical and horizontal surfaces.

OPTICAL UNIT - Features an ultra-slim 7/8" profile die cast housing, with a flat glass lens. Unit is water-resistant, sealed to an IP67 rating. Integral designed heat sink does not trap dirt and grime, ensuring cool running performance over the life of the fixture.

PRESSURE STABILIZING VENT - Luminaire assembly incorporates a pressure stabilizing vent breather to prevent seal fatigue and failure.

HAZARDOUS LOCATION - Designed for lighter than air fuel applications. Product is suitable for Class 1 Division 2 only when properly installed per LSI installation instructions (consult factory).

DRIVER - State-of-the-art driver technology superior energy-efficiency and optimum light output. Driver components are fully encased in potting for moisture resistance. Complies with IEC and FCC standards.

DRIVER HOUSING - Die cast aluminum, wet location rated driver/electrical enclosure is elevated above canopy deck to prevent water entry, provide easy "knock-out" connection of primary wiring and contributes to attaining the lowest operating temperatures available. Seals to optical housing via one-piece molded silicone gasket.

OPERATING TEMPERATURE - -40°C to 50°C (-40°F to +122°F)

ELECTRICAL - Universal voltage power supply, 120-277 VAC, 50/60 HZ input. Drivers feature two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Scenario 1, Location Category C.

FINISH - Standard color is white and is finished with LSI's DuraGrip polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.

INSTALLATION - One person installation. No additional sealant required. Installs in a 12" or 16" deck pan. Deck penetration consists of a 4" hole, simplifying installation and water sealing. Unit is designed to quickly retrofit into existing Scottsdale (4") hole as well as openings for Encore and Encore Top Access and to reconnect wiring for the SC/ECTA without having to relocate the conduit. Retro panels are available for existing Encores (see back page) as well as kits for recessed and 2x2 installations (see separate spec sheets). Support brackets are provided standard, to prevent sagging of deck.

SHIPPING WEIGHT - 27 pounds (single pack), 48 pounds (double pack).

EXPECTED LIFE - Minimum 60,000 to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

WARRANTY - Limited 5-year warranty.

LISTING - UL and ETL listed to UL 1598, UL 8750 and other U.S. and International safety standards. Suitable for wet locations.

PHOTOMETRICS - Applications layouts are available upon request. Contact LSI Petroleum Lighting or petroleum.apps@lsi-industries.com

Consult Factory

Class 1, Division 2 – Standard on SS & LW.

T5 Temperature Classification – The surface temperature of this product will not rise above 100°C., within a 40°C ambient.

Gas Groups A,B,C, and D – Group A: Acetylene / Group B: Hydrogen / Group C: Propane and Ethylene / Group D: Benzene, Butane, Methane & Propane.

This product, or selected versions of this product, meet the standards listed below.
Please consult factory for your specific requirements.



LED CANOPY LIGHT - LEGACY™ (CRUS)

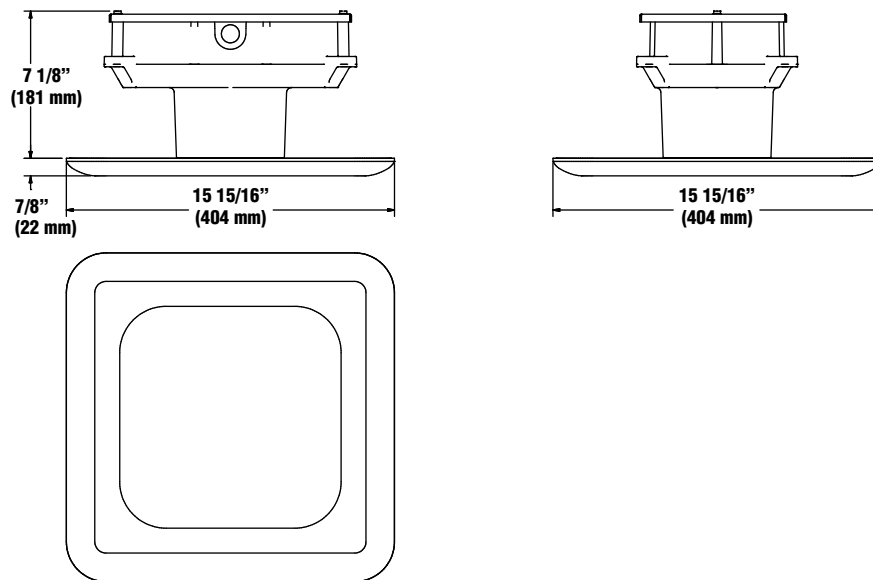
LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **CRUS SC LED SS CW UE WHT**

Prefix	Distribution	Light Source	Drive Current	Color Temperature	Input Voltage	Finish	Options
CRUS	SC - Standard Symmetric	LED	LW - Low Watt SS - Super Saver	CW - Cool White	UE - Universal Voltage (120-277V) 347 - 347V	WHT - White BRZ - Bronze BLK - Black	None

ACCESSORY ORDERING INFORMATION (Accessories are field installed)			
Description	Order Number	Description	Order Number
Retrofit Panels - EC / ECTA / SCF to CRU, for 16" Deck Panel	525946	Kit - Hole Plugs and Silicone (enough for 25 retrofits) ¹	1320540
Retrofit Panels - ECTA / SCF to CRU, for 12" Deck Panel	530281	1- Consists of (25) 7/8" hole plugs and (1) 10.3 oz tube of RTV	
Retrofit 2x2 Cover Panel Blank (no holes)	357282	2- Flange Kit used to mount CRU in double deck applications	
Retrofit RIC Cover Panel Blank (no holes)	354702		

DIMENSIONS



LIGHT OUTPUT - CRUS				
Cool White		Lumens	Watts	LPW
	LW - Low Watt	10,871	88	124
	SS - Super Saver	13,554	114	119

LED LENSED STRIP - SDL

PRODUCT HIGHLIGHTS

- Accepts optional plug-in wiring feature for continuous row installation
- Alignment couplers furnished for continuous row installation
- Suitable for surface, pendant, or stem mounting

EXPECTED LIFE - Projected life of at least 60,000 hours. Contact factory for TM-21 detail.

LEDS - Use of closely-spaced medium-power, high-brightness chips minimizes pixelation and provides uniform lens luminance. Available in Cool White (5000K), Neutral White (4000K) and Warm White (3500K) color temperatures. CRI $\geq$ 80 (CW > 70). LM-80 reports available.

CONSTRUCTION - Fixture housing, end sections, and channel cover constructed of code-gauge, die-formed steel.

LENS - Specially designed frosted extruded lens with micro prisms for maximum source diffusion and soft, even illumination.

FINISH - All metal parts are painted after fabrication following treatment with phosphate rust inhibitor. Finish coating of housing reflecting surfaces is with high-reflectance (minimum 92%) polyester powder.

ELECTRICAL - Universal voltage (120-277 Vac) input, 50/60Hz, 347 VAC. Power factor > 0.9, THD < 20%, in-rush current < 15 Amps.

DRIVER - High-performance isolated driver features over-voltage, over-current and short-circuit (with auto-recovery) protection. Driver module is sealed to IP66 protection levels, with a Class A sound rating. 0-10 volt dimming standard.

WARRANTY - Limited 5-year warranty.

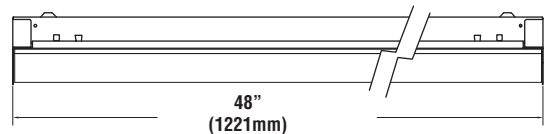
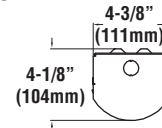
PHOTOMETRICS - Please visit our website at www.lsi-industries.com for detailed photometric data.

LISTING - Listed to UL 1598 and UL 8750. Suitable for damp locations. For a list of the specific products in this series that are DLC listed, please consult the LED Lighting section of our website or the Design Lights website at www.designlights.org.

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.



DIMENSIONS



LIGHT OUTPUT - SDL LENSED STRIP				
	Lumens (Nominal)			Watts
	WW	NW	CW	
SDL 2 LW - 2FT	1490	1475	1705	14
SDL 2 SS - 2FT	2430	3115	2960	28
SDL 4 LW - 4FT	3000	3105	3700	29
SDL 4 SS - 4FT	3475	3635	4380	34
SDL 4 HO - 4FT	4770	4990	5875	44
SDL 4 VHO - 4FT	5685	5965	7225	57
SDL 8 LW - 8FT	5995	6210	7400	58
SDL 8 SS - 8FT	6945	7268	8760	68
SDL 8 HO - 8FT	9555	9795	11752	88
SDL 8 VHO - 8FT	11370	11930	14450	114

LED Chips are frequently updated therefore values may increase.

ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **SDL 4 LED HO CW UE**

Prefix	Length	Light Source	Lumen Output	Color Temperature	Line Voltage	Options
SDL - Strip With Diffused Lens	2 - 2 foot 4 - 4 foot 8 - 8 foot	LED	LW - Low Watt SS - Super saver HO - High Output ³ VHO - Very High Output ³	CW - Soft White (5000K) NW - Neutral White (4000K) WW - Warm White (3500K)	UE - Universal Electronic (120-277V) 347-347V	EM - Emergency Battery Pack ¹ SD50 - Step Dimming to 50% PM - Pre-wired Plug-in Assembly (specify circuitry See Options/Accessories Section)

ACCESSORY ORDERING INFORMATION (Accessories are field installed)

Description	Order Number
Grid Hanger	GH
Chain Hanger Set (36" length)	CHS3
Chain Hanger Set (60" length)	CHS5
Wire Guard - 4 foot	WG240 ²
T-bar Kits	
(includes junction box, wire collar, & grid hangers)	TBKT

1- Emergency Battery Pack not available on 2ft fixture.

2- 8ft fixture requires (2) wire guards.

3- HO and VHO for 4 ft. & 8ft. fixtures only.



Project Name _____ Fixture Type _____

Catalog # _____

05/25/16

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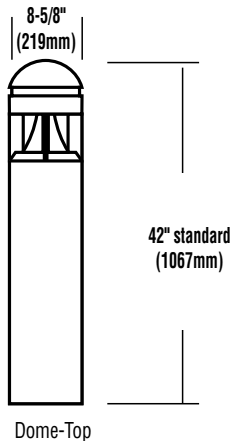
LED BOLLARD LIGHT (XBVRD)



DOE LIGHTING FACTS

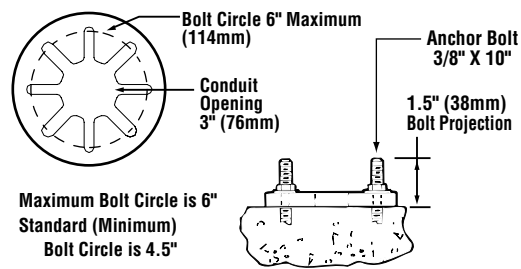
Department of Energy has verified representative product test data and results in accordance with its Lighting Facts Program. Visit www.lightingfacts.com for specific catalog strings.

DIMENSIONS



BASE DETAIL

Note: Base plate dimensions may change without notice. Do not use for setting anchor bolts. Consult factory for base plate templates.



Also available in traditional light sources

U.S. and international patents pending

EXPECTED LIFE - Minimum 60,000 hours to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

LEDS - An array of 24 select high-brightness LEDs in Cool White (5000K), Warm White (3500K) or Neutral White (4000K) color temperature, 69 CRI

REFLECTOR/DISTRIBUTION - Indirect. Photometric data is tested in accordance to IESNA Procedures.

HOUSING - Crown: Virtually tamper-proof concealed stainless steel fasteners in the cast aluminum crown assembly.

Lower Housing: One-piece, .322 inch seamless, extruded aluminum. Various heights are available in 6" increments starting at a minimum of 30" (maximum height is 60"). Lower housing attaches to cast aluminum base plate with four stainless steel roll pins.

OPTIONAL ROUGHNECK REINFORCEMENT - .375" thick zinc plated, steel base plate with welded U shaped reinforcement. 3/8" diameter 302 stainless steel roll pins with 10,000 lb. shear load.

LENS/GASKET - One-piece, clear acrylic lens enclosure fully gasketed at top and bottom edge.

ANCHOR BOLTS - Requires four heavy-duty 3/8" x 10" galvanized steel anchor bolts.

ELECTRICAL - Universal voltage power supply (120-277 VAC, 50/60 Hz). 347-480V also available - 400mA is standard. Surge protector meets IEEE C62.41.2-2002, Scenario 1 Location Category C.

DRIVER - State-of-the-art driver technology designed specifically LSI LED light sources provides unsurpassed system efficiency. Driver complies with IEC and FCC standards.

OPERATING TEMPERATURE - -40°C to +50°C (-40°F to +122°F).

FINISH - Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling.

DECAL STRIPING - Color-coordinated decal is available in 9 standard decal colors or by custom order from a selection of hundreds. Decal is guaranteed for five years against peeling, cracking, or fading.

WARRANTY - LSI LED fixtures carry a limited 5-year warranty.

PHOTOMETRICS - Please visit our web site at www.lsi-industries.com for detailed photometric data.

LISTING - Listed to U.S. and Canadian safety standards. Suitable for wet locations. DLC - not all possible distributions are DLC approved. Please refer to LSI or DLC web site for specific listings. For a list of the specific products in this series that are DLC listed, please consult the LED Lighting section of our website or the Design Lights website at www.designlights.org.

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.

ARRA
Funding Compliant

ETL
Intertek
wet location

CE

UL

LIGHT OUTPUT - XBVR

Description	# of LEDs	Output	
		Lumens	Watts
Cool White XBVR ID	24	1338	38
Neutral White XBVR ID	24	1224	38
Warm White XBVR ID	24	856	38

LED Chips are frequently updated therefore values may increase.



Project Name _____ Fixture Type _____

Catalog # _____

07/28/16

Packet Pg. 184

LED BOLLARD LIGHT (XBVRD)

PRODUCT ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **XBVRF ID LED 24 400 CW UE BRZ 45**

Prefix	Distribution	Light Source	# of LEDS	Drive Current	Color Temp	Line Voltage	Finish	Options
XBVRF Flat-Top XBVRD Round-Top	ID - Indirect	LED - Light Emitting Diode	24	400	CW - Cool White (5000K) NW - Neutral White (4000K) WW - Warm White (3000K)	UE - Universal Electronic (120-277V 50/60Hz) 347 - 347 volt 480 - 480 volt	BRZ - Bronze BLK - Black PLP - Platinum Plus BUF - Buff WHT - White GPT - Graphite SVG - Satin Verde Green MSV - Metallic Silver	H - XX (Specify Height) ¹ PCI120 - Button-type Photocell PCI208, 240,277 - Button-type Photocell PCI347 - Button-type Photocell GFR - GFI Duplex Receptacle LAB - Less Anchor Bolts RN - Roughneck Heavy Duty Mounting Plate

¹ - Taller or shorter heights available in 6" increments. Minimum height is 30". Maximum height is 60".

ACCESSORY ORDERING INFORMATION (Accessories are field installed)

Description	Order Number
ABKIT - Anchor Bolt Kit (BVR) 3/8" x 10" - Galvanized	285560
HSS - Round House Side Shield	122510

Color Decals

45 - Light Gold
20 - Charcoal Metallic
55 - Black
94 - Blue Black
59 - Dark Green
51 - Dark Red
21 - Tomato Red
50 - White
700 - Aztec Silver Metallic

BUG CHARTS

XBVR- TYPE ID

Drive Current	Color Temp. *	Lumens	Watts	LER	BUG Rating
400	CW	1338	38	35	B1-U2-G1
	NW	1224	38	32	B1-U2-G1
	WW	856	38	23	B1-U1-G1

* Color Temperature: WW-3000K, NW-4000K, CW-5000K



Project Name _____ Fixture Type _____

Catalog # _____

07/28/16

Packet Pg. 185

LED AREA LIGHTS - LSI SLICE SMALL (XLCS)



US & Int'l. patents pending

SMARTTEC™ - LSI drivers feature integral sensor which reduces drive current, when ambient temperatures exceed rated temperature.

EXPECTED LIFE - Minimum 60,000 hours to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

LEDS - Select high-brightness LEDs in Cool White (5000°K nominal), or Neutral White (4000°K nominal) color temperature, 70 CRI (nominal).

DISTRIBUTION/PERFORMANCE - Types FT and 5. Exceptional uniformity creates bright environment at lower light levels.

HOUSING - One-piece, die-formed aluminum housing contains factory prewired driver. Wiring access door (with safety lanyard) located underneath.

OPTICAL UNIT - Clear tempered flat glass lens permanently sealed to weather-tight aluminum optic frame (includes pressure-stabilizing breather). Optic frame recessed into housing cavity and sealed to the housing with one-piece EPDM gasket.

MOUNTING - Tapered rear design allows fixtures to be mounted in 90° and 120° configurations without the need for extension arms. Use with 3" reduced drilling pattern. A round pole plate is required for mounting to round poles. Wall mount available by ordering wall mounting bracket (BKS-XBO-WM-*CLR). See Accessory Ordering Information chart for all brackets.

ELECTRICAL - Two-stage surge protection (including separate surge protection built into electronic driver) meets Location Category C Low. Available with universal voltage power supply 120-277 VAC (50/60Hz input), and 347-480 VAC. Optional button-type photocells (PCI) are available in 120, 208, 240, 277 or 347 volt (supply voltage must be specified).

DRIVER - Available in SS (Super Saver) and HO (High Output) drive currents. Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed.

OPERATING TEMPERATURE - -40°C to +50°C (-40°F to +122°F)

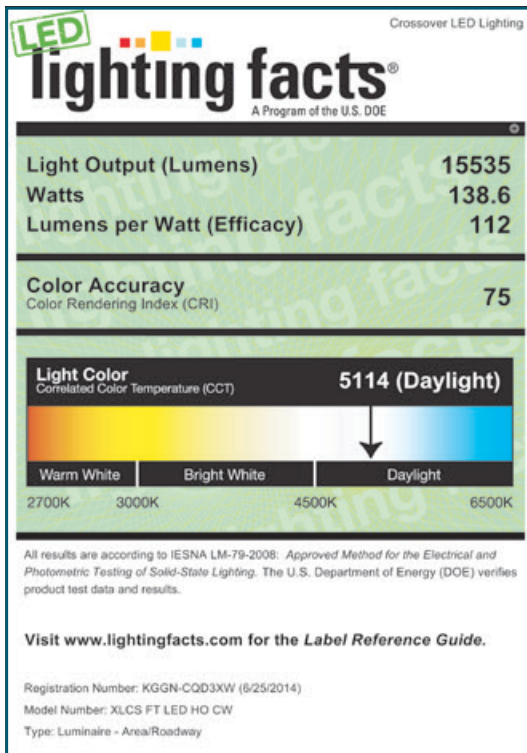
FINISH - Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Available in black, bronze and white. Other standard LSI finishes available. Consult factory.

WARRANTY - LSI LED fixtures carry a limited 5-year warranty.

PHOTOMETRICS - Please visit our web site at www.lsi-industries.com for detailed photometric data.

SHIPPING WEIGHT (in carton) - One fixture: 17.5 lbs. (7.9 kg). Packed two per carton: 30 lbs. (13.6 kg).

LISTING - UL listed to U.S. and international safety standards. Suitable for wet locations.



This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.



Fixtures comply with ANSI C136.31-2010 American National Standard for Roadway Lighting Equipment - Luminaire Vibration 1.5G requirements.

LIGHT OUTPUT - XLCS				
		Lumens (Nominal)		Watts (Nominal)
		Type FT	Type 5	
Cool White	SS	11400	11400	97
	HO	15500	15700	140
Neutral White	SS	9200	9300	97
	HO	12100	12200	140

LED AREA LIGHTS - LSI SLICE SMALL (XLCS)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **XLCS 5 LED SS CW UE BLK PCI120**

Prefix	Distribution	Light Source	Drive Current	Color Temperature	Input Voltage	Finish	Options
XLCS	5 - Type V FT - Forward Throw	LED	SS - Super Saver HO -High Output	CW - Cool White NW - Neutral White	UE - Universal Voltage (120-277V) 347-480 Universal Voltage (347-480V)	BLK - Black BRZ - Bronze WHT - White	Button Type Photocells PCI120 - 120V PCI208-277V - 208-277V PCI347 - 347V

LUMINAIRE EPA CHART - XLCS

	Single	0.4
	D180°	0.8
	D90°	0.6
	T90°	1.4
	TN120°	1.4
	Q90°	1.6

Note: House Side Shield adds to fixture EPA. Consult Factory.

ACCESSORY ORDERING INFORMATION

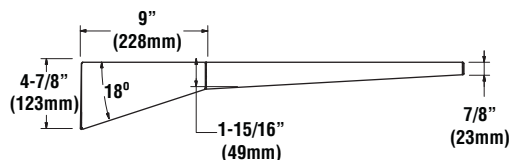
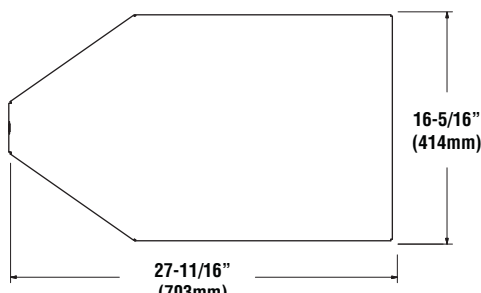
(Accessories are field installed)

Description	Order Number	Description	Order Number
BKS-XBO-WM-* -CLR Wall Mount Bracket	382132CLR	DFK208, 240 Double Fusing (208V, 240V)	DFK208, 240 ²
XLCS-FT-HSS House Side Shield (Black only)	C/F ¹	DFK480 Double Fusing (480V)	DFK480 ²
X4RPP Round Pole Plate for 4" Poles	379967CLR	FK347 Single Fusing (347V)	FK347 ²
X5RPP Round Pole Plate for 5" Poles	379968CLR		
FK120 Single Fusing (120V)	FK120 ²		
FK277 Single Fusing (277V)	FK277 ²		

FOOTNOTES:

- 1 - House Side Shields add to fixture EPA. Consult factory.
- 2 - Fusing must be located in the hand hole of pole.

DIMENSIONS



LED PATRIOT® WALL SCNCE (XPWS3)



DOE LIGHTING FACTS

Department of Energy has verified representative product test data and results in accordance with its Lighting Facts Program. Visit www.lightingfacts.com for specific catalog strings.

LIGHT OUTPUT - XPWS3						
		Distribution/Lumens (Nominal)				
Milliamps	# of LEDs	Type FT	Type WT	Type WW	Watts	
Cool White	350 mA	28	3100	3000	3200	34
		48	5100	5100	5200	55
	450 mA	28	3700	3600	3800	44
		48	6200	6100	6300	72
Neutral White	350 mA	28	2900	2900	3100	34
		48	4900	4800	4900	55
	450 mA	28	3500	3500	3700	44
		48	5800	5700	5800	72

LED Chips are frequently updated therefore values may increase.

Also available in traditional light sources

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.



IP65



US patent 7828456, 8002428 and CAN 2736757 & 2736757 and MX patent 29631 and ISRL 49679 and AUS 2008312668 and US & Int'l. patents pending

SMARTTEC™ -LSI drivers feature integral sensor which reduces drive current, when ambient temperatures exceed rated temperature

ENERGY SAVING CONTROL OPTIONS - DIM- 0-10 volt dimming enabled with controls by others.

OPTIONAL INTEGRAL MOTION SENSOR - Passive infrared motion sensor activates switching of luminaire light levels. High level light is activated when passersby enter target zone and increased to full bright in 1-2 seconds. Low light level (30% of maximum drive current) is activated when target zone is absent of motion activity for 5 minutes and is gradually ramped down (10 seconds) to low level. Sensor detection range 110° horizontal x 93° vertical x 10 meters maximum distance.

EXPECTED LIFE - Minimum 60,000 hours to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

LEDS - Available with 28 or 48 select high-brightness LEDs in Cool White (5000K nominal) or Neutral White (4000K nominal) color temperature, 70 CRI (nominal).

OPTICS/DISTRIBUTIONS - Ultra-high efficiency reflectors provide three distributions. Choose from Wide Throw (WT), Forward Throw (FT) or Wall Wash (WW).

HOUSING - One-piece die-cast aluminum housing is smoothly contoured rectangular shape. Mounting hardware is stainless steel or electro-zinc plated steel. Housing and optical unit are sealed with extruded silicone gasket; supply conductors with molded EPDM bushing.

OPTICAL UNIT - Clear tempered optical-grade flat glass lens sealed to the aluminum optic housing creates an IP65 rated unit. Pressure stabilizing breather allows super-tight protection while preventing cycling from building up internal pressures and vacuums that can stress optical unit seals.

WALL MOUNTING - Galvanized-steel universal wall mounting plate easily mounts directly to 4" octagonal or square junction box. EPDM gasket is supplied to be installed between mounting plate and junction box, sealing junction box from entrance of water. Universal plate permits fixture to be mounted in uplighting (indoor only) or downlighting position.

POLE MOUNTING - XPMa (for square) or XPMAR (for round) allows mounting to poles in single and D180 configurations. Use with 3" reduced drilling pattern.

ELECTRICAL - Two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Location Category C. Available with universal voltage power supply 120-277VAC (50/60Hz input) or 347-480VAC.

DRIVER - Available in 350mA and 450mA drive currents (Drive currents are factory programmed). Components are fully encased in potting material for IP65 moisture resistance. Driver complies with IEC and FCC standards. Driver can be easily accessed.

EMERGENCY OPTIONS - Optional integral emergency battery-back-up options are available. BB option operates in 0°C to 60°C ambient temperature and CWBB operates in -20°C to 60°C ambient temperature. When primary AC power failure occurs, both options operate 10 LEDs for minimum of 90 minutes.

OPERATING TEMPERATURE - -40°C to +50°C (-40°F to +122°F)

FINISH - Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling.

WARRANTY - LSI LED fixtures carry a limited 5-year warranty.

PHOTOMETRICS - Please visit our web site at www.lsi-industries.com for detailed photometric data.

SHIPPING WEIGHT (in carton) - 30 lbs./13.6Kg

LISTING - ETL listed to ANSI/UL1598, UL8750 and other U.S. and international safety standards. Suitable for wet locations in downlight position. Optional Class 1 Division 2 (groups A, B, C & D) hazardous location rating is available (Select HL option). For a list of the specific products in this series that are DLC listed, please consult the LED Lighting section of our website or the Design Lights website at www.designlights.org.

LED PATRIOT® WALL SCNCE (XPWS3)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **XPWS3 FT LED 48 450 CW UE WHT BB**

Prefix	Distribution	Light Source	# of LEDs	Drive Current	Color Temperature	Input Voltage	Finish	Options
XPWS3 - LED Patriot Wall Sconce	WT - Wide Throw FT - Forward Throw WW - Wall Wash	LED	28 48	350 - 350mA 450 - 450mA	CW - Cool White NW - Neutral White	UE - Universal Voltage (120-277) 347-480	BLK - Black BRZ - Bronze GPT - Graphite MSV - Metallic Silver PLP - Platinum Plus SVG - Satin Verde Green WHT - White	BB - Battery Back-up ¹ CWBB - Cold Weather Battery Back-up ¹ DIM - 0 - 10V dimming (from external signal) ² IMS - Integral Motion Sensor ² EMR2 - Two Emergency 12V Circuit Provisions with (2) 35 Watt Halogen Lamps ³ PCI 120 - Button Type Photocell PCI 208 - Button Type Photocell PCI 240 - Button Type Photocell PCI 277 - Button Type Photocell PCI 347 - Button Type Photocell HL - Class1, Division2, Hazardous Location Rating. ETL listed to UL844 ⁴ XPMA - Pole Mounting Adaptor w/fixture backplate for use with square poles ⁵ XPMAR4 - Pole Mounting Adaptor w/fixture backplate for use with 4" O.D. round poles ⁵ XPMAR5 - Pole Mounting Adaptor w/fixture backplate for use with 5" O.D. round poles ⁵

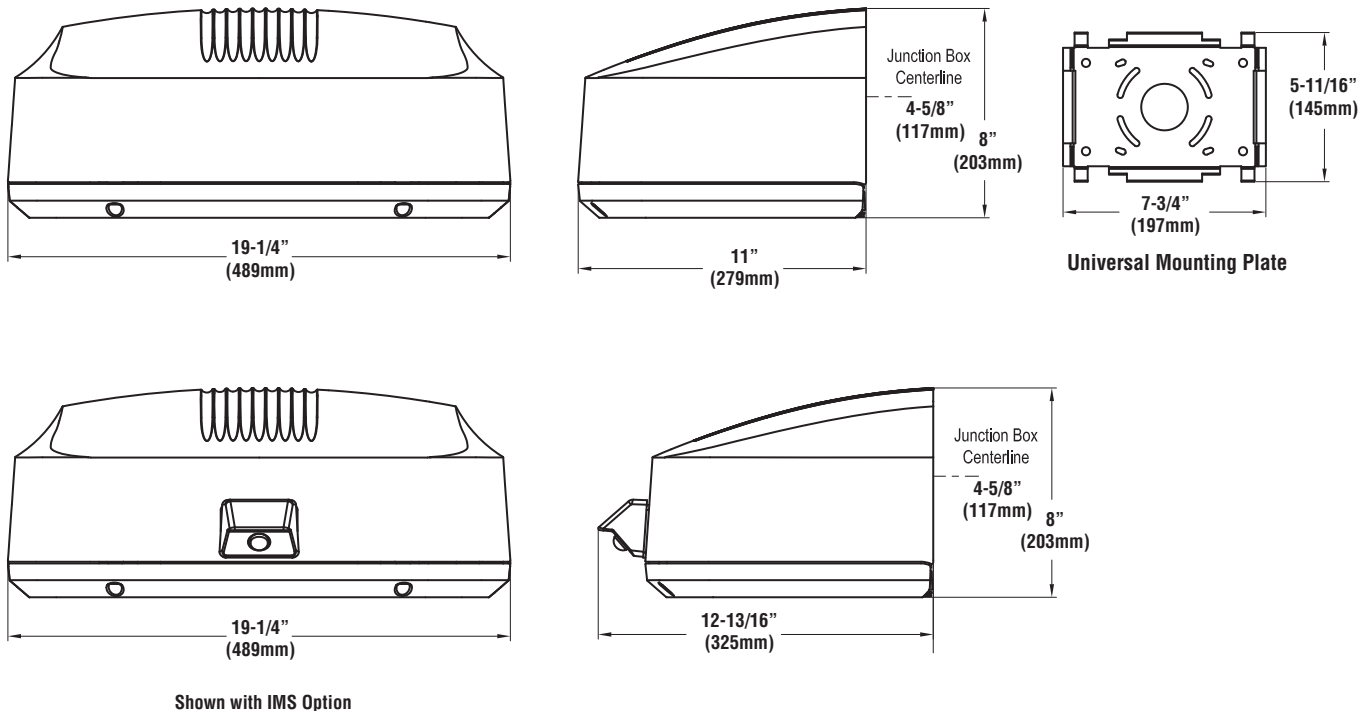
ACCESSORY ORDERING INFORMATION (Accessories are field installed)

Description	Order Number	Description	Order Number
XPWS3 Polycarbonate Shield	244657	DFK208, 240 - Double Fusing	DFK208,240 ⁶
XPWS3 SW BLK - Surface Wiring Box (Available in black only)	356915BLK	DFK480 - Double Fusing	DFK480 ⁶
FK120 - Single Fusing	FK120 ⁶	FK347 - Single Fusing	FK347 ⁶
FK277 - Single Fusing	FK277 ⁶		

FOOTNOTES:

- 1 - Available with UE voltage only. Not available with EMR2 or HL options.
- 2 - DIM and IMS cannot be ordered together.
- 3 - Utilizes GZ4 sockets. 12 volt separate circuits required. Not available with battery back-up, photocell option, HL, XPMA or XPMAR options.
- 4 - Not available with battery backup, photocell or EMR2 option.
- 5 - Not available with EMR2 option. Designed with 3" reduced drilling pattern. For S or D180 mounting configuration only.
- 6 - Fusing to be installed in a compatible junction box supplied by contractor.

DIMENSIONS



LED SOFFIT LIGHT (XSL2)



US patents D574994 & D595896 & 7828456 and US & Int'l. patents pending

EXPECTED LIFE - Minimum 60,000 hours to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

LEDS - Select high-brightness LEDs. Cool White 5000K color temperature, 69 CRI (nominal).

DRIVER CURRENT - Super saver (SS) - most economical and highest lumens per watt or High Output (HO) - highest output per initial dollar.

DISTRIBUTION/PERFORMANCE - Type S (Symmetric) or 5A (Type 5). Excellent uniformity with Bug rating of BU-UO-G1. Optional diffused lens available to reduce visibility of diodes

HOUSING/OPTICAL UNIT - Housing is die-formed aluminum with a gasketed clear tempered glass lens providing a water-resistant seal. Weather-tight aluminum enclosure contains factory prewired driver to ensure no water entry. Sealed optical unit containing LEDs rated IP67.

MOUNTING - Direct mounts with screws through the trim frame (standard). Optional channel bar kit available to suspend assembly from ceiling joists. 12" clearance required for ease of installation.

ELECTRICAL - Universal frequency power supply (50/60 Hz). Supply voltage must be specified for pre-wired thermal protectors.

DRIVER - State-of-the-art driver technology designed specifically for LSI LED light sources provides unsurpassed system efficiency. Driver will operate with input of 120/208/240/277V (50/60 Hz). Components are fully encased in potting material for moisture resistance. Driver complies with IEC and FCC standards.

OPERATING TEMPERATURE - -40°C to +50°C (-40°F to +122°F).

FINISH - Each fixture is finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling, and is guaranteed for five full years. Standard color is white.

WARRANTY - LSI LED fixtures carry a limited 5-year warranty.

PHOTOMETRICS - Application layouts are available upon request. Contact LSI Applications Group at lighting.apps@lsi-industries.com

LISTING - Listed to U.S. and Canadian safety standards. Suitable for damp locations.

Crossover® LED Lighting

lighting facts^{CM}

A Program of the U.S. DOE

Light Output (Lumens)	4957
Watts	62.2
Lumens per Watt (Efficacy)	79

Color Accuracy Color Rendering Index (CRI)	69
--	-----------

Light Color
Correlated Color Temperature (CCT)

5100 (Daylight)

2700K 3000K 4500K 6500K

All results are according to IESNA LM-79-2008: Approved Method for the Electrical and Photometric Testing of Solid-State Lighting. The U.S. Department of Energy (DOE) verifies product test data and results. Products qualified under the DOE ENERGY STAR® program have the ENERGY STAR mark on this label.

Visit www.lightingfacts.com for the Label Reference Guide.

Registration Number: KGGN-EDE2GE
Model Number: XSL2-S-LED-50-CW-UE
Type: Surface and pendant-mounted downlights

This "Lighting Facts Label" represents LSI's commitment, through participation in the Department of Energy's SSL Quality Advocates program, to accurately report performance criteria of our LED fixtures. **This label represents a single test of a single fixture. Input power below represents rated values for the family.** Color temperature and lumen output for each variation of this Crossover® fixture can be found in the ordering information below as well as at www.lightingfacts.com.

LIGHT OUTPUT - XSL2				
Clear Lens		Lumens	Watts	LPW
Type S	SS - Super Saver	6,193	60	103
	HO - High Output	8,348	86	97
Type 5A	SS - Super Saver	5,158	60	86
	HO - High Output	6,959	86	81
Diffused Lens		Lumens	Watts	LPW
Type S	SS - Super Saver	5,752	60	96
	HO - High Output	6,751	87	78
Type 5A	SS - Super Saver	4,393	60	73
	HO - High Output	5,842	87	67

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.



IP67



Suitable for damp locations



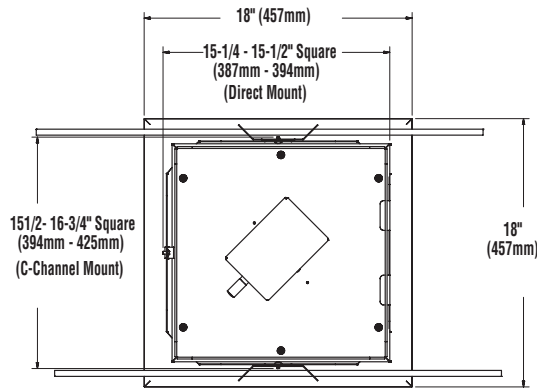
LED SOFFIT LIGHT (XSL2)

PRODUCT ORDERING INFORMATION

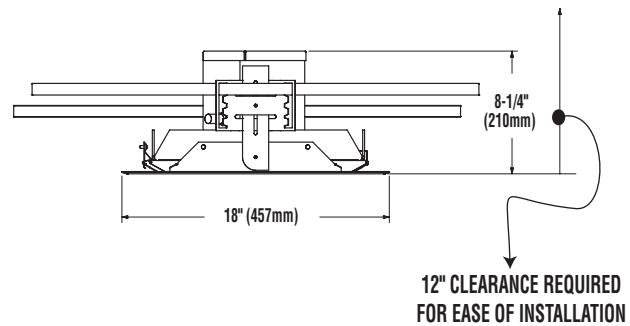
TYPICAL ORDER EXAMPLE: **XSL2 S LED 50 SS CW 120 WHT CMT**

Prefix	Distribution	Light Source	# of LEDs	Drive Current	Color Temperature	Input Voltage	Finish	Options
XSL2 - Soffit Light	S - Symmetric 5A - Type 5	LED	50	HO - High Output SS - Super Saver	CW - Cool White (5000° K nom.)	120 208 240 277 347	WHT - White	CMT - Channel Bar Mounting Kit DM - Direct Mount DFL - Diffused Lens

DIMENSIONS

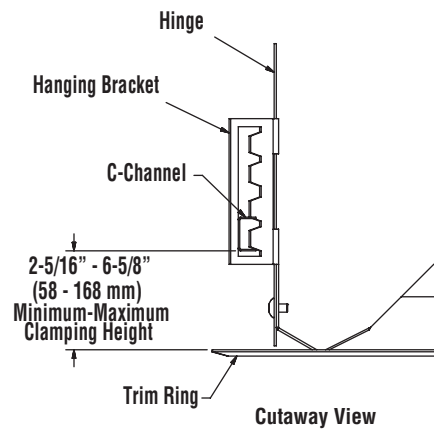


TOP VIEW



SIDE VIEW
(Channel Mount Shown)

SHIPPING WEIGHT - 14 lbs. (6.4kg)



Cutaway View



creating remarkable solutions
for a higher quality of life

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Lenexa, Kansas
66219-9745

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913.577.8200 fax

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Chesterfield, MO
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Rock Island, IL
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Dallas/Ft. Worth, TX

www.gbateam.com

MEMORANDUM

To: Jason W. Jaggi, AICP (City of Creve Coeur)
From: Amanda J. Anderson P.E., PTOE
David J. Mennenga, P.E., PTOE
Date: November 21, 2016
Subject: Proposed Mobil Rebuild – Traffic Impact Study Review

As requested, GBA staff has completed a review of the traffic impact study report and site plans submitted in association with the proposed redevelopment of the Mobil gas and convenience store with car wash, located in the northwest quadrant of the intersection of Olive Boulevard with Schulte Road in Creve Coeur, Missouri. The traffic impact study report prepared by CBB Transportation was determined to be a very thorough evaluation of the existing traffic conditions, as well as for the expected future traffic operations with the redevelopment of this proposed Mobil gas station / car wash site.

As part of this study, CBB developed trip generation estimates based on a Mobil station with similar improvements to the east on Olive Boulevard in Olivette, Missouri. It should be noted that the trip generation estimates for the proposed Mobil station redevelopment site are lower than the trip generation rates as described in the Institute of Transportation Engineers' (ITE) "Trip Generation Manual" for Land Use 946 – Service Station with Convenience Market and Car Wash by nearly 20% in both the morning and evening peak hour. The mid-day peak hour estimate is higher than the ITE trip generation rate. Due to the proximity of the existing Mobil gas station used for estimating trips for the study, the CBB developed trip generation rates seem reasonable for this location.

Using information provided in the ITE "Trip Generation Manual" for similar land uses, the assumed "average" pass-by trip reduction of 62 percent during the morning peak hour and 56 percent during both the mid-day and evening peak hours are appropriate.

Attachment: GBA Mobil Rebuild Memo 11-21-2016 (16-031 Mobil on the Run and Brite Worx Car Wash RZG, CUP, SDP)

Based upon the trip generation rates for the similar Mobil station near the study site and the reduction of pass-by trips and existing trips generated by the site, the proposed Mobil station would only be expected to create 50 “new” trips (i.e., 20 inbound trips, 30 outbound trips) during the morning peak traffic hour. The site would generate 80 “new” trips (i.e., 35 inbound trips, 45 outbound trips) during the mid-day peak hour, and 60 “new” trips (i.e., 30 inbound trips, 30 outbound trips) during the evening peak hour.

The traffic impact study stated the site-generated traffic was assigned to the adjoining roadway system based on existing traffic patterns. This assignment is reasonable for the proposed redevelopment of the Mobil gas station / car wash site, with the majority of the site-generated traffic expected to access the site via Olive Boulevard. The assumed annual background traffic growth rate of 0.5% per year for the future 20-year design horizon is also reasonable for this location, due to the limited potential for other new developments in the surrounding area.

Related to the traffic impact study report itself, we do have the following comments regarding several erroneous statements or factual discrepancies contained therein:

- The report states that Version 8 of the Synchro analysis software was utilized for this traffic study. Although we would not expect significantly different analysis results, the consultant should consider using the most current version (Ver. 9) of Synchro for future studies submitted to the City.
- It is standard practice to report the 95th-percentile queue length for each movement at a signalized intersection. Queue lengths have been only reported for the critical left-turns on the southbound approach and the eastbound approach at the intersection of Olive Boulevard with Schulte Road. The City may consider requesting additional queue length information within the study area.
- On page 8 of the Base Operating Conditions analyses, it was stated that, “...no two-stage left-turn were assumed in the analyses...” because the spacing to the signal does not typically allow for the these turns. On page 20, the study report indicates two-stage left-turn were included as part of the analyses for the 2016 Build Operating Conditions. The City may consider requesting clarification for the discrepancies between the two scenarios since the 2016 Build results may be optimistically reported for southbound movements with this assumption.
- On Schulte Road, left-turns are prohibited into the site. This will be difficult to enforce without constructing a non-traversable median on Schulte Road. However, such a median cannot be

constructed without impacting the southbound left-turn operations into the Shell Station or onto Schulte Road.

- The proposed full access driveway appears to be approximately 320 feet from Schulte Road. Using MoDOT's Access Management Guidelines, the suggested corner clearance for a Major – Non Freeway type facility is 440 to 660 feet. As noted in the study report, the project consolidates several access points onto Olive Boulevard, and MoDOT staff has preliminarily approved the proposed access locations.
- The proposed right-out on Olive Boulevard, at the west edge of the site, is approximately 50 feet from the existing driveway for the adjacent property. If the drive were constructed more perpendicular to Olive Boulevard, the separation distance could be increased. Additionally, the distance between the right-out driveway and the full access driveway on Olive Boulevard appears to be approximately 350 feet, also short of the recommended 440 feet of separation distance. Final MoDOT traffic and permits staff approval may be required for these proposed access locations.

The on-site parking lot layout provides for a very straight-forward internal circulation pattern, including the one-way ingress point into the car wash lanes, one-way egress routes exiting the carwash, and two-way circulation lanes elsewhere.

The submitted site plan includes a total of 29 parking spaces adjacent to the convenience store. Based upon a review of ITE's "Parking Generation" criterion for this type of gasoline/service station with convenience market land use, the average peak period parking demand rate of 0.75 vehicles per fueling position would indicate that about 15 parking spaces should be required. In order to fully cover the upper end of ITE's 85th-percentile confidence interval range (i.e., a rate of 1.03 vehicles per fueling position), a total of 21 parking spaces would instead need to be provided for this site. Based on the City's Zoning Ordinance 405.820, four parking spaces are required per 1,000 square feet of gross floor area. Therefore, more than adequate parking has been provided for this proposed site redevelopment project.

cc: MCE, file

Steven V. Stenger
County Executive

Saint Louis
COUNTY
TRANSPORTATION
PUBLIC WORKS

Nichalos D. Gardner, Ph.D., P.E.
Director

Stephanie Leon Streeter, P.E.
Deputy Director

November 21, 2016

Mr. Brian Rensing, P.E., P.T.O.E.
Associate – Transportation Engineer
Crawford, Bunte, Brammeier
12400 Oliver Boulevard, Suite 430
St. Louis, Missouri 63141

RE: Traffic Impact Study
Mobil Rebuild with Car Wash

Dear Mr. Rensing:

I have completed my review of the November 4, 2016 traffic impact study that you prepared for the proposed development in the northwest quadrant of the intersection of Olive Boulevard (Missouri Route 340) and Schulte Road in Creve Coeur, Missouri.

Based on the assumption of:

- A 20-pump service station with convenience market and car wash

I am satisfied that your study conclusions are a reasonably accurate assessment of traffic conditions that might be anticipated upon completion of this project. I am generally satisfied that the methodology of this study is valid. I agree with the following required roadway improvements:

- Relocation and reconfiguration of Schulte Road access to be opposite the service station access to the east while restricting left turns into the subject site
- Appropriate signal improvements as directed by the Missouri Department of Transportation
- Reservation of ground for potential future alignment of Schulte Road

Please submit site plans for concept approval showing roadway improvements, however note that any change to the approved site plan or traffic impact study may require review, and approval from this Department and may result in changes in requirements. No further submittals of the traffic impact study to St. Louis County Department of Transportation will be required unless changes to the site study are made. Any submittals required by other reviewing agencies will need to be reviewed by this Department. While no resubmittal of this study is being required at this time, should it become necessary in the future, please address the following comment:

- Traffic exiting the site should be more balanced amongst access points when level of service is particularly deficient at one while considerable excess capacity exists at others. In this case, is it reasonable to assume the large number of left turns at the unsignalized Olive Boulevard access when access to the signal is provided at Schulte Road?

Thank you for the opportunity to review your traffic impact study for this development. Please feel free to contact me at (314) 615-8594, if you require any further information or assistance.

Sincerely,



Adam J. Spector, P.E.
Transportation Planning Project Manager

AJS:mtb

cc: Kevin Kamp, Civil & Environmental Consultants
Whitney Kelly, City Planner, City of Creve Coeur
Karen Yeomans, Southwest Area Engineer, MoDOT

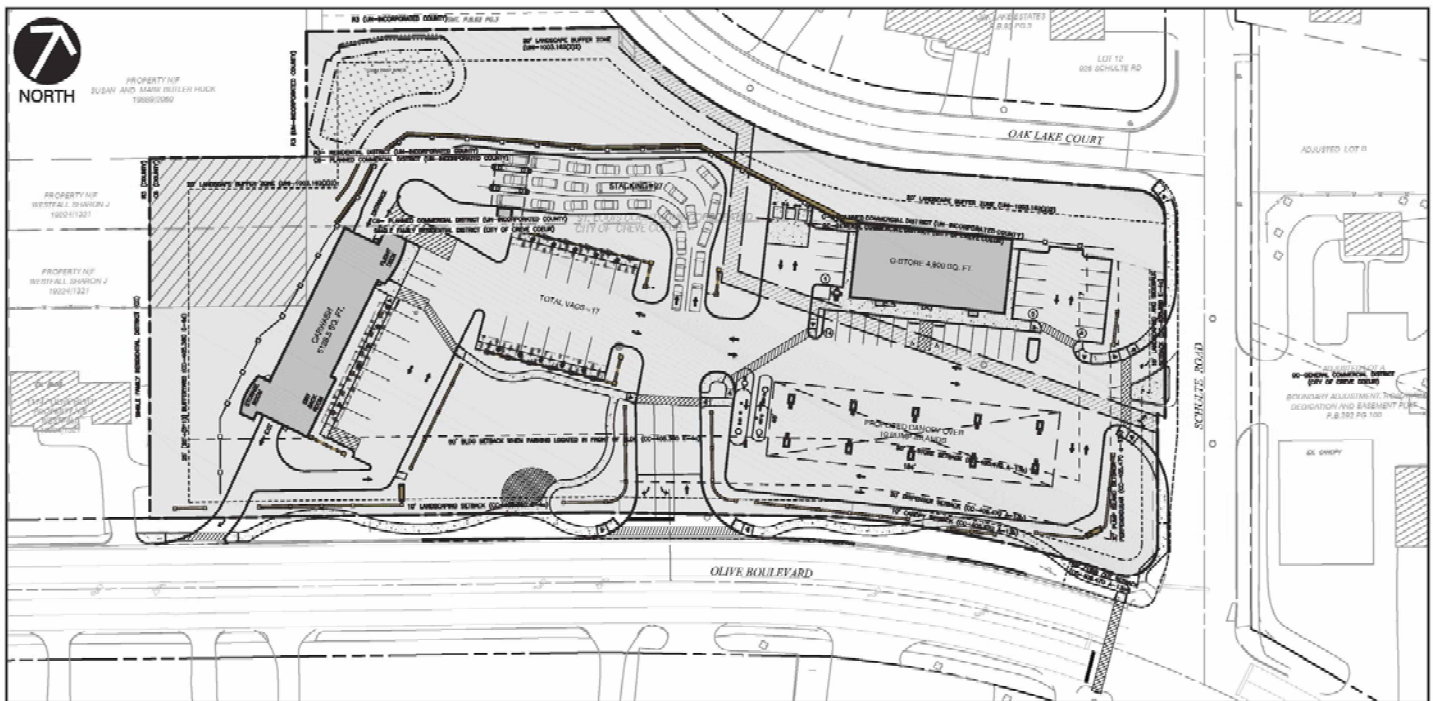
Traffic Impact Study

for

Proposed Mobil Rebuild with Car Wash

Creve Coeur, Missouri

11.04.2016



OVERALL SITE MAP

SCALE: 1" = 50'

prepared by:



prepared for:

Civil & Environmental Consultants, I
4848 Park 370 Boulevard, Suite F
Hazelwood, Missouri 63042

Attachment: 20161104_Traffic Study CBB (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Traffic Impact Study – Proposed Mobil Rebuild with Car Wash
Creve Coeur, Missouri

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Traffic Impact Study – Proposed Mobil Rebuild with Car Wash
Creve Coeur, Missouri

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Traffic Impact Study – Proposed Mobil Rebuild with Car Wash
Creve Coeur, Missouri

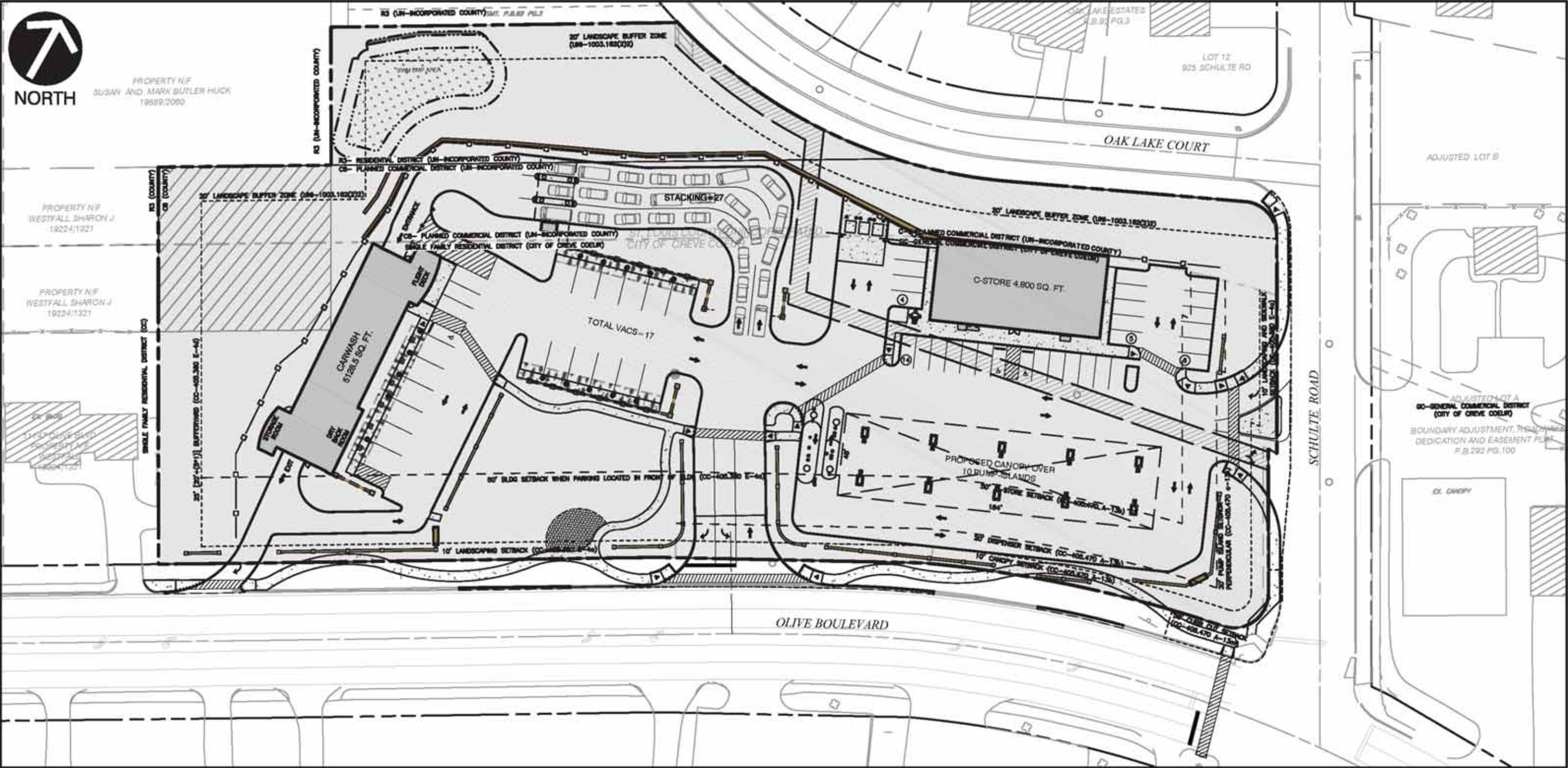
Introduction

CBB has completed a traffic impact study for the Mobil Gas and Convenience Store with Car Wash redevelopment in Creve Coeur, Missouri. The redevelopment site is located on the northwest quadrant of Olive Boulevard at Schulte Road. The site location and the adjacent roadways are depicted in **Figure 1**.



Figure 1: Site Location Map

The existing Mobil gas station with eight vehicle fueling positions, small convenience kiosk, and car wash as well as three single-family homes along Olive Boulevard (currently used as commercial businesses) and three single-family homes along Oak Lake Court occupy the site today. It is our understanding that the existing Mobil gas station would be re-built with twenty vehicle fueling positions and an expanded convenience store, as well as an improved car wash. Access to the site would be provided via one right-out only driveway along Olive Boulevard near the west property line and one full access driveway on Olive Boulevard. Additionally, one three-quarter access driveway (no left-turn in) is proposed on Schulte Road. No access is proposed to Oak Lake Court. **Exhibit 1** illustrates the preliminary site plan provided by your civil engineer.



OVERALL SITE MAP
SCALE: 1" = 50'

Attachment: 20161104_Traffic Study CBB (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

*Traffic Impact Study – Proposed Mobil Rebuild with Car Wash
Creve Coeur, Missouri*

It should be noted that five curb cuts along Olive Boulevard (two to the existing Mobil site and three that serve residential structures operating as business) would be consolidated into the two access points noted above. The existing access to Schulte Road would be moved further to the north (away from the signal) to align with the existing Shell gas station on the east side of the road and would be limited to three-quarter access.

A scoping meeting was held with representatives from the Missouri Department of Transportation (MoDOT), the City of Creve Coeur and the development team. St. Louis County Department of Transportation (SLCDOT) was not able to attend the initial meeting but provided their comments and input separately. The purpose of this traffic study was to determine the number of trips that would be generated by the proposed re-development; evaluate the impact of those trips on operating conditions along the adjacent roadways; determine the ability of motorists to safely enter and exit the site and recommend appropriate access locations and configurations. Where necessary, roadway improvements and/or traffic control modifications have been recommended to mitigate the impact of the re-development. The focus of our analysis was the a.m., midday, and p.m. peak hours of a typical weekday. This scope does not include an analysis of internal circulation on the site itself or parking sufficiency.

The following report presents CBB's analysis comparing traffic conditions with and without the proposed redevelopment. The methodology employed to complete this study, along with the findings and conclusions, are discussed in greater detail in the subsequent sections. CBB followed current industry standard methods and processes in the completion of our work.

*Traffic Impact Study – Proposed Mobil Rebuild with Car Wash
Creve Coeur, Missouri*

Base Traffic Conditions

In order to identify the traffic impacts associated with the proposed development, it is essential to understand the pre-development traffic conditions in the area. To that end, it was necessary to perform an operational analysis of the base traffic volumes on the surrounding road system. Therefore, any deficiencies in the current road system will be identified before the traffic generated by the proposed redevelopment is added to the system.

Existing Road System

Olive Boulevard (Missouri Route 340) is owned and maintained by MoDOT. Olive Boulevard is a major east-west arterial with a five-lane cross-section: two through lanes in each direction and a center left-turn lane. However, the left-turn lanes at Schulte Road/Mary Meadows Lane are substandard in width – 9 feet on the east and west leg. There is also a sweeping horizontal curve at this intersection that restricts sight distance along the roadway, particularly visibility on the south side. The approaches of Schulte Road and Mary Meadows Lane are offset (Mary Meadows Lane intersects Olive Boulevard further to the west) and skewed relative to the Olive Boulevard centerline, which is undesirable from an operational and safety perspective.

Schulte Road is a two-lane urban collector owned and maintained by SLCDOT. Schulte Road serves a large residential area to the north. A dedicated southbound left-turn lane and a shared through/right-lane are provided at the signalized intersection with Olive Boulevard. A separate northbound left-turn lane, albeit very short, is marked on Schulte Road at Oak Lake Court.

Oak Lake Court is a cul-de-sac residential street that currently serves 10 single-family homes. Oak Lake Court has access to Schulte Road a few hundred feet north of Olive Boulevard. Oak Lake Court is owned and maintained by SLCDOT.

Mary Meadows Lane is a private 24-foot wide, residential street that serves eighteen homes with one commercial driveway connection for the building in the southeast quadrant of Olive Boulevard and Mary Meadows. A channelized lane for eastbound-to-southbound right-turns is provided (this lane is separated by a raised median). The alignment and configuration of this lane is awkward and appears to be a remnant of a previous alignment modification. It was also noted that the vertical profile and horizontal alignment of Mary Meadows Lane restricts the sight distance across Olive Boulevard between northbound and southbound motorists approaching the intersection.

This study intersection is part of a coordinated system along Olive Boulevard with cycle lengths that are set at 140 seconds during the AM and PM peak hours and 120 seconds during the weekday and Saturday midday peak hours. At the signalized intersection of Olive Boulevard with Schulte Road/Mary Meadows Lane, the northbound and southbound approaches operate on a common phase while the eastbound and westbound left-turns operate with protected-plus-permitted Flashing Yellow Arrow (FYA) phasing.

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Dautel Lane is a local roadway that serves a residential area north of Olive Boulevard with two commercial driveways that serve a pharmacy and jewelry store/thrift shop. A dedicated southbound left-turn lane and a shared through/right-lane are provided at the signalized intersection with Olive Boulevard.

Graeser Road is a two-lane urban collector owned and maintained by SLCDOT. Graeser Road serves a large residential area to the south with driveway access to commercial uses that front Olive Boulevard. A dedicated northbound left-turn lane and a shared through/right-lane are provided at the signalized intersection with Olive Boulevard.

At the signalized intersection of Olive Boulevard with Dautel Lane/Graeser Road, the northbound and southbound approaches operate on a common phase with Flashing Yellow Arrow phasing while the eastbound and westbound left-turns operate with protected-plus-permitted Flashing Yellow Arrow phasing.

Woodshire Lane is a cul-de-sac local residential street that serves eighteen single-family homes to the north of Olive Boulevard. Woodshire Lane is located nearly opposite Renee Lane, offset slightly to the east.

Renee Lane is a local residential street that provides access to two cul-de-sac residential streets and serves approximately forty single-family homes to the south of Olive Boulevard.

Mosley Road is a local urban collector road that serves a large residential area to the south with access driveways to commercial/office uses that front Olive Boulevard. Separate northbound left-turn and right-turn lanes are provided at the signalized intersection with Olive Boulevard.

The signalized intersection of Olive Boulevard with Mosley Road is a “T” intersection with the westbound left-turns operating with protected-plus-permitted Flashing Yellow Arrow phasing.

Base Traffic Volumes

The following intersections were included in the traffic impact study analyses:

- Olive Boulevard at Mosley Road (Signalized);
- Olive Boulevard at Schulte Road/Mary Meadows Lane (Signalized);
- Olive Boulevard at Dautel Lane/Graeser Road (Signalized);
- Olive Boulevard at Woodshire Lane/Renee Lane (Side-Street Stop); and
- Oak Lake Court at Schulte Road (Side-Street Stop).

Turning movement traffic counts were collected by CBB in 2013 as part of the Olive Boulevard (Route 340) signal retiming project. The traffic counts collected at the signalized intersections of Olive Boulevard with Mosley Road, Schulte Road/Mary Meadows Lane, and Dautel Lane/Graeser Road were used for this traffic study. Based on this count data, the peak hours of the intersection identified for analysis were the morning (7:45 to 8:45 a.m.), midday (12:00 p.m. to 1:00 p.m.), and afternoon (4:30 to 5:30 p.m.) peak hours of a typical weekday.

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These counts were supplemented with new traffic counts and delay observations conducted by CBB during the weekday morning (7:00 - 9:00 a.m.), midday (11:00 a.m. to 1:00 p.m.) and weekday afternoon (4:00 - 6:00 p.m.) peak periods at the intersection of Olive Boulevard with Woodshire Lane/Renee Lane. Spot counts were also performed at the existing Mobil driveways to determine peak hour trips. Queue observations were also made for westbound Olive Boulevard at Schulte Road and southbound Schulte Road at Olive Boulevard. Trip estimates were utilized to address traffic for the 10 homes on Oak Lake Court. The Base Traffic Volumes are summarized in **Exhibit 2**.

As can be seen, the traffic volumes are relatively consistent during the three peak hours. The east-west volumes on Olive Boulevard are heavy during each peak hour. Traffic volumes to and from Mary Meadows Lane are relatively light since the street only serves eighteen homes. Traffic to and from Schulte Road is moderate with the heaviest volumes occurring in the p.m. peak hour.

Base Operating Conditions

The base operating conditions for the study area intersections were evaluated using SYNCHRO 8, which is based on procedures outlined in the *Highway Capacity Manual* to determine estimates of capacity and operational performance of signalized and unsignalized intersections. Our traffic operations analysis includes measures of effectiveness generated by the SYNCHRO software.

The operating conditions were graded in accordance with six levels of traffic service (Level A "Free Flow" to Level F "Fully Saturated") established by the *Highway Capacity Manual*. Levels of service (LOS) are measures of traffic flow which consider such factors as speed, delay, traffic interruptions, safety, driver comfort, and convenience. Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is generally considered acceptable for peak period conditions.

It must also be acknowledged that the perception of acceptable traffic service varies widely by area. Specifically, more delay is usually tolerated in urban areas compared to rural areas. Based on the character of this area, we believe that LOS D would be a desirable target for overall peak period traffic operations but may not be achievable for the unsignalized movements due to the heavy peak hour volumes along Olive Boulevard.

The thresholds that define levels of service at an intersection are based upon the type of control used (i.e., whether it is signalized or unsignalized) and the calculated delay. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and aggregated for each approach and the intersection as a whole. At intersections with partial (side-street) stop control, delay is calculated for the minor movements only since motorists on the main road are not required to stop. Furthermore, criteria differ for the two, since control types create different driver expectations. **Table 1** summarizes the level of service thresholds used in this analysis.



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Table 1: Level of Service Thresholds

Level of Service (LOS)	Control Delay per Vehicle (sec/veh)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

It should be noted that the unsignalized intersections within the study area were evaluated using the HCM 2010 module in the Synchro software. Each of the study intersections was evaluated using the methodologies described above. The results of the SYNCHRO evaluations are summarized in **Table 2**. Levels of service and average delay for each intersection approach are reported for the weekday AM, Midday, and PM peak hours.

Operating conditions at the study intersections are generally favorable (LOS C or better overall and LOS D or better by approach) with the exception of northbound Renee Lane during the midday and PM peak hours, the southbound approach of Woodshire Lane during the PM peak hour, the southbound approach of Schulte Road at Olive Boulevard during the AM peak hour, the southbound approach of the Mobil West Driveway during the midday and PM peak hours, and the southbound approach of the Mobil East Driveway during the AM, midday and PM peak hours.

The lengthy delays for southbound Schulte Road are primarily due to a relatively long cycle (140 second AM/PM and 120 second midday) with a relatively small amount of green time allocated to Schulte Road/Mary Meadows Lane. It should be noted that the calculated volume to capacity ratios (v/c) do not exceed 1.0 during the peak hours but did reach 0.92 during the AM peak hour, 0.78 during the Midday peak hour and 0.82 during the PM peak hour. In this case, the cycle length dictates the poor level of service during the AM peak hour and drives the longer delays in the Midday and PM peak hours. The northbound and southbound approaches have minimal green times to maximize progression bands for the heavy eastbound and westbound through movements.

The southbound approaches exiting the current Mobil East and West Driveways operate poorly due to the heavy traffic volumes along Olive Boulevard and the close spacing of the Mobil Driveways from the Schulte Road signal, which typically does not allow for two-stage left-turns; therefore, no two-stage left-turns were assumed in the analyses for the Mobil driveways. If two-stage left-turns were completed by motorists, then the calculated southbound delays may improve.

The analyses software results indicate that the existing movements from Renee Lane and Woodshire Lane operate at less than desirable levels during the PM peak and southbound

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approach during the midday peak, primarily due to the heavy east-west traffic along Olive Boulevard. It should be noted that current delay observations were made at Renee Lane/Woodshire Lane, which is discussed further below.

Table 2: Traffic Operating Conditions – Base Traffic Volumes

Intersection/Approach	AM Peak Hour	Midday Peak Hour	PM Peak Hour
<i>Olive Boulevard and Mosley Road – Signalized</i>			
Eastbound Olive Boulevard	A (2.4)	A (5.3)	A (5.9)
Westbound Olive Boulevard	B (12.1)	A (9.6)	B (10.9)
Northbound Mosley Road	D (43.9)	D (43.3)	D (48.5)
Overall Intersection	A (9.4)	A (8.9)	B (10.0)
<i>Olive Boulevard and Woodshire Lane/Renee Lane – Side-Street Stop</i>			
Eastbound Left-Turn Olive Boulevard	B (14.2)	B (14.8)	C (16.6)
Westbound Left-Turn Olive Boulevard	B (13.4)	C (16.4)	B (14.6)
Northbound Renee Lane	D (32.6)	E (43.5)	E (35.5)
Southbound Woodshire Lane	D (33.3)	D (28.2)	E (36.7)
<i>Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized</i>			
Eastbound Olive Boulevard	B (17.0) 20' LT	B (10.4) 30' LT	B (16.8) 105' LT
Westbound Olive Boulevard	B (11.0)	A (4.8)	A (8.3)
Northbound Mary Meadows Lane	D (51.2)	D (44.3)	D (51.3)
Southbound Schulte Road	E (71.8) 335' LT	D (46.3) 190' LT	D (53.8) 225' LT
Overall Intersection	B (19.2)	B (10.3)	B (15.6)
<i>Olive Boulevard and Dautel Lane/Graeser Road – Signalized</i>			
Eastbound Olive Boulevard	A (6.2)	B (15.3)	B (11.4)
Westbound Olive Boulevard	B (15.0)	B (15.9)	C (29.1)
Northbound Dautel Lane	C (32.3)	D (36.6)	D (41.6)
Southbound Graeser Road	D (49.9)	D (42.6)	D (50.4)
Overall Intersection	B (13.1)	B (17.9)	C (23.6)
<i>Oak Lake Court and Schulte Road – Side-Street Stop</i>			
Eastbound Oak Lake Court	A (9.9)	A (9.6)	B (10.2)
Northbound Left-Turn Schulte Road	A (7.7)	A (7.7)	A (7.8)
<i>Schulte Road at Mobil/Shell Driveway – Side-Street Stop</i>			
Eastbound Mobil Driveway	B (10.4)	B (10.2)	B (10.3)
Westbound Shell Driveway	B (11.5)	B (11.6)	B (13.0)
Northbound Schulte Road	A (7.7)	A (7.7)	A (7.8)
Southbound Schulte Road	A (7.4)	A (7.6)	A (7.8)
<i>Olive Boulevard at Mobil West Driveway – Side-Street Stop</i>			
Eastbound Left-Turn Olive Boulevard	B (14.2)	B (13.3)	C (17.3)
Southbound Mobil Driveway	C (23.9)	F (77.7)	F (104.8)
<i>Olive Boulevard at Mobil East Driveway – Side-Street Stop</i>			
Eastbound Left-Turn Olive Boulevard	B (14.2)	C (15.5)	C (16.7)
Southbound Mobil Driveway	E (36.7)	F (78.0)	F (115.0)

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

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Queue Observations

The eastbound queues along Olive Boulevard from the traffic signal at Schulte Road and southbound queues along Schulte Road from the Olive Boulevard signal were observed during the AM, Midday and PM peak hours. Queue observations were made to verify the Synchro estimated queues and determine potential blockages of the proposed access points.

The location of the existing Mobil East driveway allows approximately two vehicles to stack on Olive Boulevard eastbound (approximately 65 feet) before it is blocked, while the Mobile West Driveway allows approximately 5 or 6 vehicles to stack (approximately 185 feet) before it is blocked. The proposed full access further to the west on Olive Boulevard will allow 10 or 11 vehicles to stack (approximately 265 feet) before it will be blocked.

Based on the field observations during the AM, Midday and PM peak hours, there is a heavy, steady flow of traffic on Olive Boulevard during the AM and PM peak hours, with moderate to heavy traffic during the Midday peak hour. The eastbound queues on Olive Boulevard at Schulte Road/Mary Meadows Lane are routinely long during the AM, Midday and PM peak hours.

AM peak observations indicate that the eastbound left-turn queue along Olive Boulevard from Schulte Road had a maximum length of 3, 6, and 5 vehicles during the AM, Midday, and PM peak hours, respectively. Observations indicate that the eastbound left-turn queues all cleared each time the cycle changed to green during the AM, Midday and PM peak hours. Observations also indicated that the eastbound left-turn queues blocked the existing driveways several times during the peak hours. However, since the proposed relocated access will allow for more storage in the eastbound left-turn lane, the proposed driveway location should not be blocked during any of the peak hours.

The existing Mobil gas station driveway on Schulte Road allows approximately 3 vehicles to stack (approximately 75 feet) before it is blocked. The proposed three-quarter access (no left-turn in) on Schulte Road would allow approximately 4 vehicles to stack (approximately 100 feet) before will be blocked.

Observations indicate that the southbound left-turn queue along Schulte Road from Olive Boulevard had a maximum queue of 11, 7 and 10 vehicles during the AM, Midday, and PM peak hours, respectively, while average queues were 8, 6 and 7 vehicles, respectively. Observations further indicate that the southbound left-turn queues cleared a vast majority of the time each cycle during the AM, Midday and PM peak hours. Peak hour observations indicate that the southbound left-turn queues blocked the existing Mobil and Shell driveways several times during the peak hours and local drivers tend to spill back into the northbound left-turn lane marked for Oak Lake Court in order to leave the right-turn lane clear.

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Delay Observations at Olive Boulevard and Woodshire Lane/Renee Lane

CBB also recorded the actual delays experienced by vehicles attempting to turn from Woodshire Lane and Renee Lane onto Olive Boulevard during the AM, Midday and PM peak hours to verify the accuracy of the average delays reported in the analyses. Based on the total volume on the side streets and the total measured delay for each vehicle, the average delays observed for the southbound approach of Woodshire Lane and northbound Renee Lane are summarized in **Table 3**. These average delays included both left and right-turning vehicles which share each exit lane.

Table 3: Observed Delays – Existing Conditions

Intersection/Approach	AM Peak Hour	Midday Peak Hour	PM Peak Hour
<i>Olive Boulevard and Woodshire Lane/Renee Lane – Side-Street Stop</i>			
Northbound Renee Lane	21.6 sec	25.2 sec	36.2 sec
Southbound Woodshire Lane	28.3 sec	40.7 sec	24.6 sec

Average Vehicular delay in seconds per vehicle

It should be noted that some vehicles experienced more delay than the average listed in Table 3, and some vehicles experienced less. The maximum delays for southbound Woodshire Lane were observed to be 80 seconds, 110 seconds and 65 seconds during the AM, Midday and PM peak hour, respectively, while the minimum delays observed were approximately 5 seconds during each peak hour. The maximum delays for northbound Renee Lane were observed to be 67 seconds, 67 seconds and 174 seconds during the AM, Midday and PM peak hour, respectively, while the minimum delays observed were approximately 4 seconds during the AM and PM peak hours, and 2 seconds during the Midday peak hour.

Overall, the delays estimated by the computer analysis software were reasonably accurate (some lower and some higher) when compared to actual delays observed in the field. It should also be noted that the southbound volume on Woodshire Lane was very low (less than 10 vph), and the northbound volume on Renee Lane was also low (5 vph to 19 vph) which is a small sample size and may create quite a lot of volatility on those delays experienced by each approach from day to day.

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Proposed Redevelopment

The proposed redevelopment would rebuild the existing Mobil gas station to provide twenty vehicle fueling positions, an expanded convenience store, and a new car wash. It is our understanding that three-single family home structures along Olive Boulevard and three single-family residences along Oak Lake Court would be razed to make way for the new gas station.

Proposed Access

Access to the site is proposed via one full access curb cut on Olive Boulevard approximately 345 feet west of Schulte Road and one right-out-only curb cut approximately 290 feet to the west of the proposed full access driveway. This access arrangement remains similar to the previous redevelopment proposed on the site. It is our understanding that MoDOT traffic and permits staff was agreeable to these access locations for the previous project. It is acknowledged that the proposed full access driveway is slightly closer to Schulte than MoDOT's desired corner clearance distance per their Access Management Guidelines, but the proposed development significantly improves access management along Olive by reducing the five existing full-access curb cuts to two curb cuts: one full access and one right-out-only.

Access is also proposed on Schulte Road in the form of a three-quarter access driveway (no left-turn in) that would be located opposite the existing Shell gas station driveway. It is our understanding that the SLCDOT has insisted on the no left-turn-in restriction due to the southbound queues from the signal at Olive Boulevard even though a similar, yet worse access management is currently in place for the existing Mobil Station.

Driveway Sight Distance

Adequate sight distance is necessary at intersections to allow drivers to perceive potentially conflicting vehicles or other road users and allow those motorists sufficient time to adjust their speed to avoid a collision or make a choice of when to cross or enter the mainline traffic flow. All drivers approaching or stopped at an intersection should have an unobstructed view of the entire intersection so that potential collisions can be avoided.

MoDOT's Engineering Policy Guide (EPG) Section 233.2.1 Intersection sight distance, was referenced to determine the minimum sight distance needs at the site driveway. The MoDOT method incorporates the method from A Policy on Geometric Design of Highways and Streets published by the American Association of State Highway and Transportation Officials (AASHTO), commonly referred to as the "Green Book", which uses the design speed of the major road and the required gap time from a minor road to enter or cross the major road to define the minimum safe distance for entrance visibility. The minimum intersection sight distance according to the MoDOT EPG on a 35 mph roadway is **390 feet**. The minimum stopping sight distance along a 35 mph roadway is **200 feet**.

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The sight distance available at the proposed full access driveway was not measured, but field observations verified ample visibility in excess of the minimums. The site engineer should verify the sight distance all proposed driveways on the site plan with respect to all site improvements. Careful consideration should always be given to sight distance obstructions when planning any aesthetics enhancements, such as berms, fencing, signs and landscaping, to ensure that these improvements do not obstruct the view of entering and exiting traffic at the site intersections with the public roads. It is generally recommended that all improvements higher than 3.0 feet above the elevation of the nearest pavement edge be held back at least 20 feet from the traveled roadway.

Trip Generation

In order to estimate the trip generation of the improved gas station, convenience store and car wash, several methods were considered. The first method compared several gas station land use codes as identified by ITE. The second comparison considered the local data from the existing location at Schulte and transactional data from another facility within the area, which is similar to the proposed.

Trip Generation – ITE Data

Traffic forecasts were estimated by using information provided in the “Trip Generation Manual”, Ninth Edition, published by the Institute of Transportation Engineers (ITE). This manual, which is a standard resource for transportation engineers, is based on a compilation of nationwide studies documenting the traffic characteristics of various land uses.

Based on the preliminary site plan provided, the proposed development consists of twenty vehicle fueling positions, a convenience store, and a car wash. Trip generation was reviewed for land uses similar to those shown on the site plan to provide an average number of trips during each peak hour.

Based upon the recommended procedure for estimating trip generation outlined in the “Trip Generation Handbook, A Recommended Practice”, published by ITE (March 2001), the average trip rate was utilized for:

- Land Use 944 – Gasoline/Service Station
- Land Use 945 – Gasoline/Service Station with Convenience Market
- Land Use 946 – Gasoline/Service Station with Convenience Market and Car Wash

As shown in **Table 4**, the forecasted average number of trips for a 20 vehicle fueling position gas station is expected to be 230 total trips during the AM peak hour, 310 total trips during the Midday peak hour, and 280 total trips during the PM peak hour.

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Table 4: ITE Trip Generation Estimate – Mobil Gas Station Rebuild

<i>Land Use</i>	<i>Vehicle Fueling Positions</i>	<i>AM Peak Hour</i>			<i>Midday Peak Hour</i>			<i>PM Peak Hour</i>		
		<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Gasoline/Service Station (Land Use 944)	20	125	120	245	185	185	370	140	140	280
Gasoline/Service Station with Convenience Market (Land Use 945)	20	105	105	210	135	135	270	135	135	270
Gasoline/Service Station with Convenience Market and Car Wash (Land Use 946)	20	120	120	240	145	145	290	140	140	280
Average Number of Trips		115	115	230	155	155	310	140	140	280

Trip Generation – Local Data

Based on CBB's driveway counts, the current gas station generates 80 total trips during the AM peak hour, 120 total trips during the Midday peak hour and 100 trips during the PM peak hour with 8 vehicle fueling positions. As noted above, the proposed Mobil gas station will provide twenty vehicle fueling positions. In order to estimate the forecasted trips for the new store, the trips to the current store were increased based on the percentage increase in the number of vehicle fueling positions. **Table 5** summarizes the trips counted at the existing Mobil and the projected trips based on the increase in the number of pumps.

Table 5: Local Trip Generation Estimate – Based on Current Trips and Fueling Positions

<i>Land Use</i>	<i>No. of Vehicle Fueling Positions</i>	<i>AM Peak Hour</i>			<i>Midday Peak Hour</i>			<i>PM Peak Hour</i>		
		<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Existing Mobil Station	8	45	35	80	65	55	120	50	50	100
Proposed Mobil Station Estimate	20	115	85	200	165	135	300	125	125	250

CBB was provided customer transaction counts (gross receipts) for a similar Mobil gas station further east on Olive Boulevard in Olivette, Missouri. This location was also recently rebuilt to provide the improved convenience store, car wash and sixteen vehicle fueling positions. Based on the transaction counts, a trip generation estimate was made based on the higher number of vehicle fueling positions at the proposed Schulte Store. **Table 6** summarizes the trip estimated based on the similar facility records.

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Table 6: Estimated Trips for Proposed Mobil Gas Station Rebuild based on Transaction Data

Land Use	No. of Vehicle Fueling Positions	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Similar Mobil Station (Transaction Data)	16	80	80	160	125	125	250	95	95	190
Proposed Mobil Station Estimate	20	100	100	200	155	155	310	120	120	240

When comparing all the different methods above, trips are expected to be in the same order of magnitude. However, the trip estimate for the Mobil gas station based on transaction data is expected to be the most accurate trip forecast since it is based on local data for this exact use. Therefore, the trips estimated by the transactional data (Table 6) were used in this study.

It should be reiterated that the existing Mobil station already generates trips on the roadway system. Therefore, the existing trips were negated from the trip estimate resulting in a net increase in trips, as shown in **Table 7**.

Furthermore, not all of the added site trips would represent *new* traffic on the adjacent roadways. A significant portion of the traffic attracted to this site would already be traveling on Olive Boulevard or Shulte Road as part of another trip (i.e., “pass-by” trips). These trips would represent patrons attracted to the gas station on their way to or from home, work, or another destination as a “convenience stop”. Based upon statistical information provided in the *Trip Generation Handbook, A Recommended Practice* it was assumed that 62% of the development’s traffic would be pass-by in nature during the AM peak hour, and 56% of the development’s traffic would be pass-by during the PM peak hour. ITE does not provide a pass-by percentage for the Midday peak hour so the pass-by percentage from the PM peak hour was also used during the Midday peak hour. As seen in Table 7, the proposed gas station would generate 50 *new* trips during the AM peak hour, 80 *new* trips during the Midday peak hour, 60 *new* trips during the PM peak hour.

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Table 7: Increase in Trips for Proposed Mobil Gas Station Rebuild

	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Estimated Trips to Improved Mobil Site	100	100	200	155	155	310	120	120	240
Trips to Existing Mobil Site	(45)	(35)	(80)	(65)	(55)	(120)	(50)	(50)	(100)
Net Increase in Trips	55	65	120	90	100	190	70	70	140
Pass-By Trips	35	35	70	55	55	110	40	40	80
New Trips	20	30	50	35	45	80	30	30	60

Trip Distribution

The traffic generated by the redevelopment was assigned to the adjoining roadway system based on existing traffic patterns. The directional distribution of the existing trips was assumed to remain constant for the increase in trips during the AM, Midday and PM peak hours. The pass-by trips were assigned to Olive Boulevard based on the existing traffic patterns.

Exhibit 3 illustrates the net increase of trips for the proposed Mobil station rebuild at the study intersections. As would be expected, the biggest impact of the development is at the proposed driveways. Added turns at the main Olive Boulevard driveway are expected range from 96 to 160 trips. These trips equate to approximately one and a half vehicle per minute to about 3 trips per minute on average during the peak hours.

The impacts of the proposed Mobil redevelopment are expected to be diminished outside of the direct vicinity of the site due to the high number of pass-by trips associated with the use. As seen in Exhibit 3, the added trips outside of the vicinity of the Mobil driveways are expected to be less than 30 vph during the AM and PM peak hours and 40 vph or less during the Midday peak hour.

The added trips at the intersection of Olive Boulevard and Schulte Road is expected to be 18 vph, 33 vph, and 26 vph during the AM, Midday, and PM peak hours, respectively. These trips equate to approximately one vehicle per two minutes on average during the Midday and PM peak hours or one vehicle every three minutes on average during the AM peak hour.

As can be seen, the increase in the southbound left-turn from Schulte Road to Olive Boulevard is expected to be less than 10 vph during the AM, Midday and PM peak hours. The site trips represent less than one additional vehicle each six minutes on average.



Exhibit 3: Net Increase of Site-Generated Traffic Volumes

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2016 Build Conditions

2016 Build Traffic Volumes

The traffic generated by the proposed Mobil gas station rebuild (Exhibit 3) was aggregated with the Base Traffic Volumes (Exhibit 2) to reflect the Forecasted Traffic Volumes. **Exhibit 4** reflects the 2016 Build Traffic Volumes.

Right-Turn Lane Warrants

The MoDOT figure, *Right Turn Lane Warrant for a Four-Lane Roadway*, was utilized to address traffic volumes at the intersection of Olive Boulevard with the proposed full access driveway for the proposed Mobil redevelopment. **Figure 2** illustrates the 2016 Build Traffic Volumes plotted on the MoDOT figure for evaluation of a westbound right-turn lane. Based on the minimal number of right-turns needed to satisfy the criteria in conjunction with the heavy traffic volumes along Olive Boulevard, a separate westbound right-turn lane is warranted. Based on the posted speed limit of 35 mph, a 90-foot storage length with taper is required to meet MoDOT's deceleration minimum.

However, it should be noted that the addition of a separate westbound right-turn lane on Olive Boulevard at the proposed main access would have minimal impacts to operating conditions. It should also be noted that a Metro Bus stop is located near Schulte Road and overhead utilities are located in this area. Furthermore, the Olive Boulevard corridor does not have separate right-turn lanes at unsignalized intersections that do not feed into additional through lanes to right-turn lanes at signals; Therefore, a separate westbound right-turn lane is not recommended at this location.

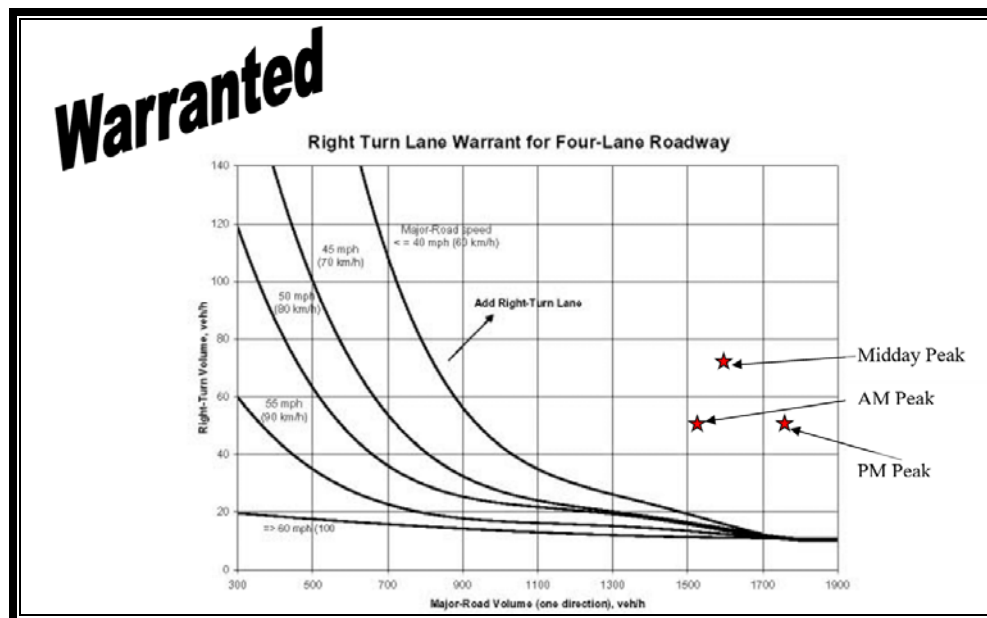


Figure 2: Right-Turn Lane Warrants (MoDOT)

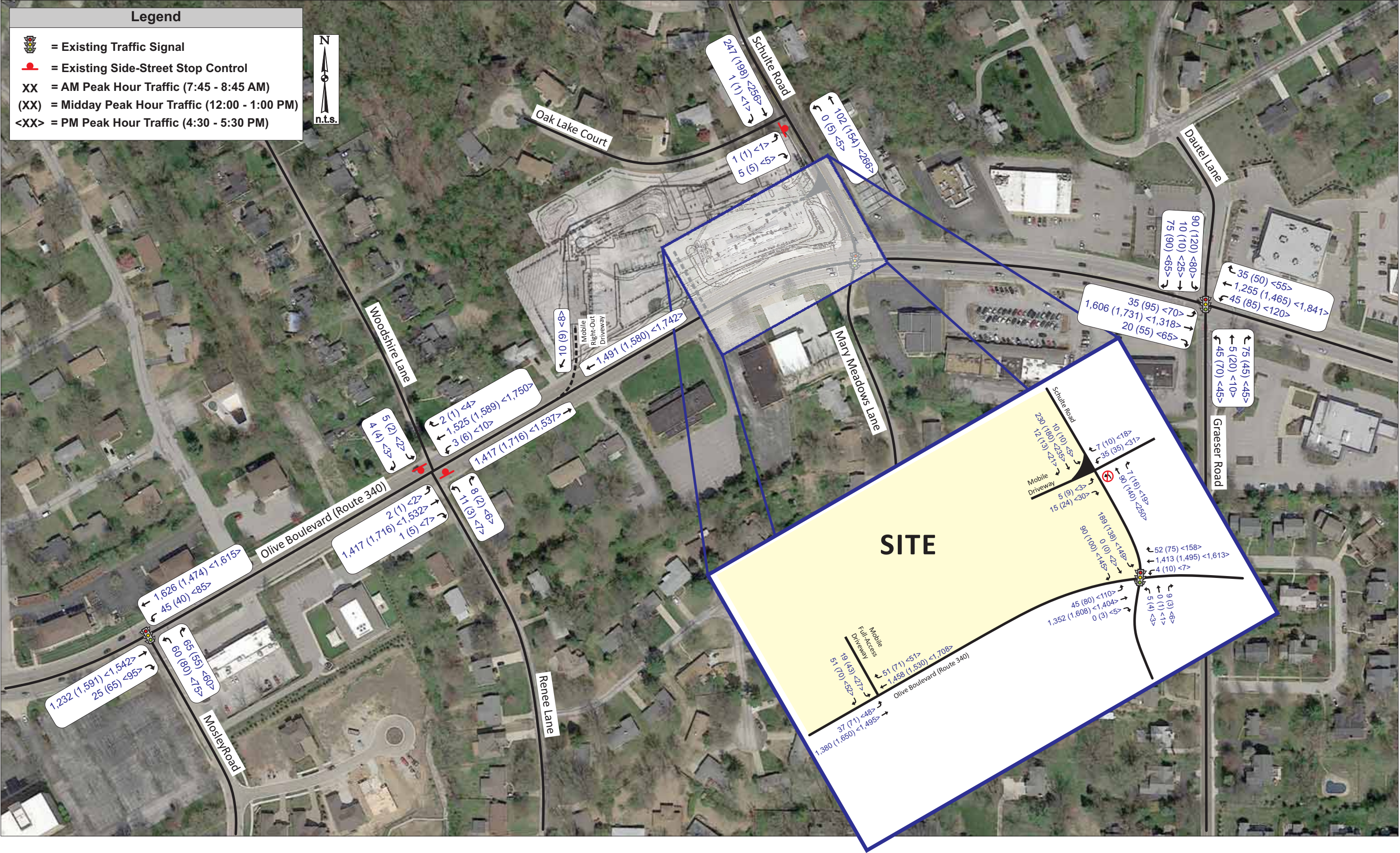


Exhibit 4: 2016 Build Traffic Volumes

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2016 Build Operating Conditions

The 2016 Build Traffic Volumes were reanalyzed using the same methodology applied to the baseline conditions in an effort to identify any impacts of the proposed development. **Table 8** summarizes the levels of service and average delays at the study intersections during both peak hours with the 2016 Build Traffic Volumes.

As can be seen in **Table 8**, the overall intersection operations are expected to remain at similar levels as the base conditions during the weekday AM, Midday and PM peak hours. This analysis assumes no changes in the signal timing at Olive Boulevard and Schulte Road which gives preference to the east-west movements on Olive Boulevard. In fact, the overall change in delay is less than one second during all three peak hours at the Schulte signal. The southbound approach is expected to have minimal increases with 5.2 seconds during the AM peak hour, 4.9 seconds during the Midday peak hour and 1.9 seconds during the PM peak hour. The southbound levels of service would remain poor, again primarily due to the long cycle lengths.

The forecasted build v/c ratios for the southbound approach of Schulte Road remain less than 1.0 during the peak hours. The southbound v/c ratio is forecasted to be 0.95 during the AM peak hour, 0.80 during the Midday peak hour and 0.84 during the PM peak hour. In this case, the cycle length dictates the poor level of service during the AM peak hour and drives the poor movement levels in the PM peak hour. The northbound and southbound approaches have minimal green times to maximize green available to the heavy eastbound and westbound through movements on Olive Boulevard.

As previously noted, the increase in the southbound left-turns from Schulte Road to Olive Boulevard is expected to be less than 10 vph during all peaks, which represents less than one additional vehicle every six minutes on average.

The right-out-only Mobil driveway on Olive Boulevard and the three-quarter access drive on Schulte Road are expected to operate at acceptable levels of service during all three peak hours. It should be noted that the evaluations cannot effectively address the impact of the southbound queue along Schulte Road that would block the three-quarter access drive at times during the peak hours. Any queueing created by blockages would occur on the site. It was noted that the southbound left-turn delays at the unsignalized intersection are generally less than those forecasted for the southbound left-turn from Schulte Road at Olive Boulevard.

The main full access driveway on Olive Boulevard is expected to operate at acceptable levels, except for the southbound left-turn exiting movement during the peak hours. It is acknowledged that the through volumes on Olive Boulevard are heavy during the peak hours, which limits the availability of gaps at the proposed Olive Boulevard access drive during the peak hours. However, the presence of a center-left-turn lane along Olive Boulevard does allow for a motorist to complete their turn in two stages as opposed to waiting for a simultaneous gap in both directions of traffic flow, which is a common practice along the Olive Boulevard

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Corridor and throughout the greater St. Louis Metropolitan area and therefore was assumed in these analyses.

Table 8: Traffic Operating Conditions – Build Traffic Volumes

Intersection/Approach	AM Peak Hour	Midday Peak Hour	PM Peak Hour
<i>Olive Boulevard and Mosley Road – Signalized</i>			
Eastbound Olive Boulevard	A (2.4)	A (5.3)	A (5.9)
Westbound Olive Boulevard	B (11.7)	A (9.5)	B (10.8)
Northbound Mosley Road	D (43.9)	D (43.3)	D (48.5)
Overall Intersection	A (9.2)	A (8.8)	A (10.0)
<i>Olive Boulevard and Woodshire Lane/Renee Lane – Side-Street Stop</i>			
Eastbound Left-Turn Olive Boulevard	B (14.4)	C (15.0)	C (16.8)
Westbound Left-Turn Olive Boulevard	B (13.5)	C (16.6)	B (14.8)
Northbound Renee Lane	D (33.0)	E (43.9)	E (36.3)
Southbound Woodshire Lane	D (34.2)	D (28.9)	D (37.3)
<i>Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized</i>			
Eastbound Olive Boulevard	B (17.0) 20' LT	B (10.8) 30' LT	B (17.2) 110' LT
Westbound Olive Boulevard	B (11.2)	A (5.1)	A (8.8)
Northbound Mary Meadows Lane	D (51.3)	D (44.3)	D (51.2)
Southbound Schulte Road	E (77.0) 345' LT	D (51.2) 210' LT	E (55.7) 250' LT
Overall Intersection	B (19.7)	B (11.1)	B (16.3)
<i>Olive Boulevard and Dautel Lane/Graeser Road – Signalized</i>			
Eastbound Olive Boulevard	A (6.4)	B (15.7)	B (11.4)
Westbound Olive Boulevard	B (15.1)	B (16.0)	C (29.4)
Northbound Dautel Lane	C (32.3)	D (36.6)	D (41.6)
Southbound Graeser Road	D (49.9)	D (42.6)	D (50.4)
Overall Intersection	B (13.2)	B (18.1)	C (23.7)
<i>Oak Lake Court and Schulte Road – Side-Street Stop</i>			
Eastbound Oak Lake Court	A (9.9)	A (9.7)	B (10.3)
Northbound Left-Turn Schulte Road	A (7.7)	A (7.7)	A (7.8)
<i>Schulte Road at Mobil/Shell Driveway – Side-Street Stop</i>			
Eastbound Mobil Driveway	B (10.2)	B (10.1)	B (10.3)
Westbound Shell Driveway	B (11.5)	B (11.6)	B (13.2)
Southbound Schulte Road	A (7.4)	A (7.6)	A (7.8)
<i>Olive Boulevard at Mobil Right-Out Only Driveway – Side-Street Stop</i>			
Southbound Mobil Driveway	C (16.5)	C (17.4)	C (19.2)
<i>Olive Boulevard at Mobil Full Access Driveway – Side-Street Stop</i>			
Eastbound Left-Turn Olive Boulevard	C (15.3)	C (17.8)	C (19.2)
Southbound Mobil Left-Turn	E (48.0)	F (93.8)	F (81.0)
Southbound Mobil Right-Turn	C (18.7)	C (21.4)	C (22.8)
Southbound Mobil Driveway Approach	D (26.7)	E (49.0)	E (42.7)

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

The impacts of the new Mobil are also diminished outside of the direct access points to Olive Boulevard. As can be seen, minimal increases are expected at the signalized intersections with Olive Boulevard with Schulte Road, Mosely Road and Greaser/Dautel Lane. The analysis software estimates an increase of less than one second of delay for the northbound approach

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of Renee Lane and less than one second of delay increase for the southbound approach of Woodshire Lane during each of the peak hours.

Alternatives Analysis

Several alternatives were evaluated to identify the impacts of each potential improvement. **Tables 9-11** summarize the build conditions with various alternative modifications.

Signal Timing Adjustments

The green time was increased for Schulte Road/Mary Meadows Lane to obtain similar levels of service as the existing conditions. An additional two seconds of green time during the AM peak, four seconds during the Midday peak and 2 seconds during the PM peak could be reallocated from the mainline to the north-south approaches to reach comparable levels to the existing conditions. As can be seen, the minimal change in signal timing would not result in major impacts to the mainline Olive Boulevard traffic conditions. **Table 12** illustrates the impacts to progression along the Olive Boulevard corridor. As can be seen in Table 12, the impacts to east-west progression are also minimal.

Add Flashing Yellow Arrow

During the traffic scoping meeting, Flashing Yellow Arrows (FYA) for the northbound and southbound approaches were discussed to improve safety at the intersection. Therefore, an analysis scenario was generated to show the operational impacts of switching to northbound and southbound FYA.

Based on the analysis, the FYA would provide negligible changes in operating conditions for the southbound approach, but the safety at the intersection may be improved substantially. The www.CMFClearinghouse.org was consulted in order to attempt to quantify the safety implications of installing a FYA. Based on countermeasure “Changing from permissive only to FYA- Permissive only (CMF ID: 7698)” in the CFM Clearinghouse, various Crash Reduction Factors (CRF) could be applied to various crash types as summarized below.

- CRF of 10.8% (decrease) to all crash types and all severities;
- CRF of 31.1% (decrease) to all crash types; Fatal, serious injury and minor injuries;
- CRF of 50.2% (decrease) to Left-turn crash types; all severities; and
- CRF of 65.1% (decrease) to Left-turn crash types and Fatal, serious injury and minor injury severities.

Although a crash analysis was not identified as a specific part of this study scope, the CMF's listed above would appear to have the potential to significantly improve safety (decrease the number of crashes) for the southbound left-turns.

Provide a Southbound Right-Turn Lane

During the traffic scoping meeting, it was specifically requested that one analysis scenario consider a separate southbound left-turn lane, through lane and right-turn lane. Therefore, an analysis scenario was generated to show the operational impacts of providing a separated southbound right-turn lane.

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Based on the analysis, the addition of a southbound right-turn lane on Schulte Road would provide no improvement in operations when compared to the current condition. The minimal southbound through volumes (3 to 5 vph) have a low potential to block the southbound right-turns; therefore, the through/right-turn lane acts as a *defacto* right-turn lane in the existing condition. In addition, the westbound through volumes along Olive Boulevard are very heavy during the peak hours making it more difficult to find an adequate gap in westbound traffic to complete the right turn movement versus reaching the southbound stop bar due to other conflicting southbound through vehicles. Since there appears to be no benefit to provide a separate right-turn lane, it is not recommended.

Provide Dual Southbound Left-Turn Lanes and Split-Phase North-South

Previous studies of this intersection recommended split phasing and/or a horizontal and vertical realignment of Schulte Road and/or Mary Meadow Lane to decrease the offset and skew of the north-south approaches as well as the northbound sight distance obstruction created by the cresting of the profile grades. In order to realign the intersection, multiple property owners would be impacted. Previous plans, by others, to redevelopment the southwest quadrant of the intersection did not materialize. Consequently, the subject development has reserved ground in the northeast quadrant of the intersection so that realignment can occur in the future.

CBB also considered an alternative analysis where the intersection is re-aligned with dual southbound left-turn lanes (one southbound left-turn and one southbound shared left-turn/though lane) and a separate southbound right-turn lane. This would also require split-phasing the north-south approaches.

In order to maximize the amount of green time provided to the mainline, the northbound approach (Mary Meadows Lane) was given the minimum amount of split time (13.1 seconds), while the southbound approach was only provided enough split time to obtain similar levels of service as the existing conditions. The southbound green time was assumed to 17.9, 16.9, 17.9 seconds during the AM, Midday and PM peak hours, for a total north-south green time of 31, 30, and 31 seconds. The overall north-south green time would be slightly more with the split-phase when comparable to the 2016 Build conditions with modified signal timings.

Table 12 illustrates the impacts to progression along the Olive Boulevard corridor. As can be seen, the split-phase condition would have a negative impact on progression when compared to the existing conditions, except for the eastbound link between Mosley Road and Schulte Road during the Midday as well as the westbound link between Schulte Road and Mosley Road during the Midday peak hour. However, the link changes would have no effect on the corridor green bands, shown in Table 12.

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The biggest benefit of the dual left-turn alternative is the reduction in length of the southbound queues by approximately 40% during the AM peak hour, approximately 36% during the Midday peak hour and approximately 38% during the PM peak hour when compared to the single left-turn lane with modified signal timing. Even with the dual southbound left-turn scenario, the 95th percentile queues would still block the proposed relocated access to Schulte Road during all three peak hours.

It should also be noted that the while a split-phase scenario for the northbound and southbound approaches improves the southbound queueing, the 13.1 to 17.9 seconds assumed for those approaches would not provide adequate pedestrian accommodations (during every signal cycle) across Olive Boulevard. As a result, when the push button is activated it would give ample crossing time to accommodate pedestrians but the signal would become out-of-step for several cycles.

Pedestrian Issues

MoDOT requested that pedestrian accommodations (pedestrian push buttons and indications with marked crosswalks) be installed across Olive Boulevard. CBB recommends that the pedestrian accommodations be located on the west side of the intersection only. CBB believes that it is better and safer to have the pedestrians crossing the west leg, since it is closer to the MetroBus stop and the pedestrian phase would run with the heavier traffic flow so it would cause less disruptions. If the crosswalks were provided on the east side of the intersection the pedestrians would be crossing paths with the heavy southbound left-turn vehicles and would potential be less safe than crossing on the west side because there is lower northbound left-turn volume verses the southbound left-turn.

Table 9: Build Operating Conditions with Alternative Improvement Scenarios – AM Peak Hour

Intersection/Approach	<i>Original Timing [28 sec n-s]</i>	<i>with Timing Adjustments [30 Sec n-s]</i>	<i>Add Flashing Yellow Arrow NB & SB [28 Sec n-s]</i>	<i>Separate SB Right-Turn Lane [28 Sec n-s]</i>	<i>With Dual Left and Split- Phase ¹ [31 Sec n-s]</i>
<i>Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized</i>					
Eastbound Olive Boulevard	B (17.0) 20' LT	B (18.0) 20' LT	B (17.0) 20' LT	B (17.0) 20' LT	B (13.7) 20' LT
Westbound Olive Boulevard	B (11.2)	B (11.1)	B (11.2)	B (11.2)	A (7.4)
Northbound Mary Meadows Ln.	D (51.3)	D (49.5)	D (51.2)	D (51.2)	E (69.0)
Southbound Schulte Road	E (77.0) 345' LT	E (69.4) 325' LT	E (77.3) 345' LT	E (77.0) 345' LT	E (69.0) 190' LT
Overall Intersection	B (19.7)	B (19.5)	B (19.8)	B (19.7)	B (15.9)

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

¹ Dual Southbound Lefts and Split Phase (13.1 sec +17.9 sec)

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Table 10: Build Operating Conditions with Alternative Improvement Scenarios – Midday Peak Hour

Intersection/Approach	Original Timing [24 sec n-s]	Timing Adjustments [26 Sec n-s]	Add Flashing Yellow Arrow NB & SB [24 Sec n-s]	Separate SB Right-Turn Lane [24 Sec n-s]	With Dual Left and Split-Phase ¹ [30 Sec n-s]
Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized					
Eastbound Olive Boulevard	B (10.8) 30' LT	B (10.1) 40' LT	B (10.8) 30' LT	B (10.8) 30' LT	A (7.7) 40' LT
Westbound Olive Boulevard	A (5.1)	A (6.6)	A (5.1)	A (5.1)	A (6.6)
Northbound Mary Meadows Ln.	D (44.3)	D (41.9)	D (44.3)	D (44.3)	E (55.4)
Southbound Schulte Road	D (51.2) 210' LT	D (46.3) 180' LT	D (51.2) 210' LT	D (51.2) 210' LT	D (44.9) 115' LT
Overall Intersection	B (11.1)	B (11.0)	B (11.1)	B (11.1)	A (9.8)

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

¹ Dual Southbound Lefts and Split Phase (13.1 sec +16.9 sec)

Table 11: Build Operating Conditions with Alternative Improvement Scenarios – PM Peak Hour

Intersection/Approach	Original Timing [28 sec n-s]	Timing Adjustments [30 Sec n-s]	Add Flashing Yellow Arrow NB & SB [28 Sec n-s]	Separate SB Right-Turn Lane [28 Sec n-s]	With Dual Left and Split-Phase ¹ [31 Sec n-s]
Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized					
Eastbound Olive Boulevard	B (17.2) 110' LT	B (16.3) 110' LT	B (17.3) 110' LT	B (17.2) 110' LT	B (13.4) 110' LT
Westbound Olive Boulevard	A (8.8)	B (10.5)	A (8.8)	A (8.8)	A (9.5)
Northbound Mary Meadows Ln.	D (51.2)	D (49.8)	D (51.2)	D (51.1)	E (67.3)
Southbound Schulte Road	E (55.7) 250' LT	D (53.3) 225' LT	E (55.7) 250' LT	E (55.7) 250' LT	D (53.2) 140' LT
Overall Intersection	B (16.3)	B (16.6)	B (16.4)	B (16.3)	B (14.9)

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

¹ Dual Southbound Lefts and Split Phase (13.1 sec +17.9 sec)

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Table 12: Progression Analysis – 70th Percentile Link Bands

70 th Percentile Link Green Bands	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour		
	Existing	Timing Adjustment	Dual LT/Split-Phase	Existing	Timing Adjustment	Dual LT/Split-Phase	Existing	Timing Adjustment	Dual LT/Split-Phase
Eastbound									
Mosley Road to Schulte Road link	81 sec	79 sec	78 sec	77 sec	78 sec	89 sec	83 sec	83 sec	83 sec
Schulte to Dautel Lane Link	97 sec	97 sec	97 sec	78 sec	78 sec	78 sec	101 sec	99 sec	98 sec
Eastbound Arterial Green Band (Craig Road to Spoede Road)	70 sec	70 sec	70 sec	47 sec	47 sec	47 sec	71 sec	71 sec	71 sec
Westbound									
Dautel Lane to Schulte Road Link	98 sec	97 sec	96 sec	73 sec	70 sec	68 sec	88 sec	86 sec	85 sec
Schulte Road to Mosley Road Link	82 sec	80 sec	79 sec	63 sec	59 sec	68 sec	73 sec	71 sec	70 sec
Westbound Arterial Green Band (Spoede Road to Craig Road)	60 sec	60 sec	60 sec	50 sec	50 sec	50 sec	55 sec	55 sec	55 sec

20-Year Conditions

Forecasted 20-Year No-Build Conditions (2036)

In order to assess the long-term traffic impacts, 20-year traffic projections were also analyzed. Specifically, traffic growth was assumed at a rate of 0.5% annually for 20 years (or 10.5% overall) along each of the roadways within the study area. The 20-year background growth was applied to the base traffic volumes to compare future traffic conditions assuming that the site remains as it currently stands. Forecasted 20-Year No-Build Volumes (only background growth added) are shown in **Exhibit 5**.

As can be seen, the 20-Year No-Build traffic forecast represents an increase over the base traffic forecast due to the background growth. East-west through traffic volumes along Olive Boulevard are expected to increase by as much as 180 vph during the peak periods due to incremental background growth.

Forecasted 20-Year Build Conditions (2036)

The 20-year No-Build Traffic Volumes (Exhibit 5) were aggregated with the site-generated trips for the new Mobil redevelopment trips (Exhibit 3) to create the 20-Year Build Traffic Volumes shown in **Exhibit 6**. It should be noted that traffic oriented to/from the proposed development was not increased since full build-out of the site was assumed to take place during the opening year. In other words, site-generated traffic volumes would reach their peak during the opening year and therefore would not experience any appreciable growth, which is consistent with standard industry practice. The anticipated operating conditions at the study intersections for the 20-Year No-Build and 20-year Build Traffic conditions are summarized in **Table 13**.

As shown in the LOS Table, all of the study intersections would degrade more in the 2036 No-Build Condition due to the increase in background traffic. As can be seen, the southbound approach of Schulte Road would operate at LOS F during the AM peak hour and LOS E during the PM peak hour. The v/c ratio for the southbound approach will reach 1.02 during the AM peak hour but remain less than 0.85 during the Midday and PM peak hours.

The east-west through lanes reach a volume-to-capacity ratio of 1.00 during the PM peak hour which indicates the east-west lanes would be approaching their capacity, and ultimately, a third lane would be necessary along Olive Boulevard to obtain acceptable levels for the long-term growth conditions. It should be reiterated that the 20-Year design scenarios are included to provide a general idea of future conditions as a planning tool and should not be used to dictate physical improvements required for construction under permit where background traffic growth is the critical element. Due to capacity constraints upstream or downstream, resulting congestion and the build-out of the surrounding area, the future traffic projections may not be realized/feasible unless major capacity improvements are built.



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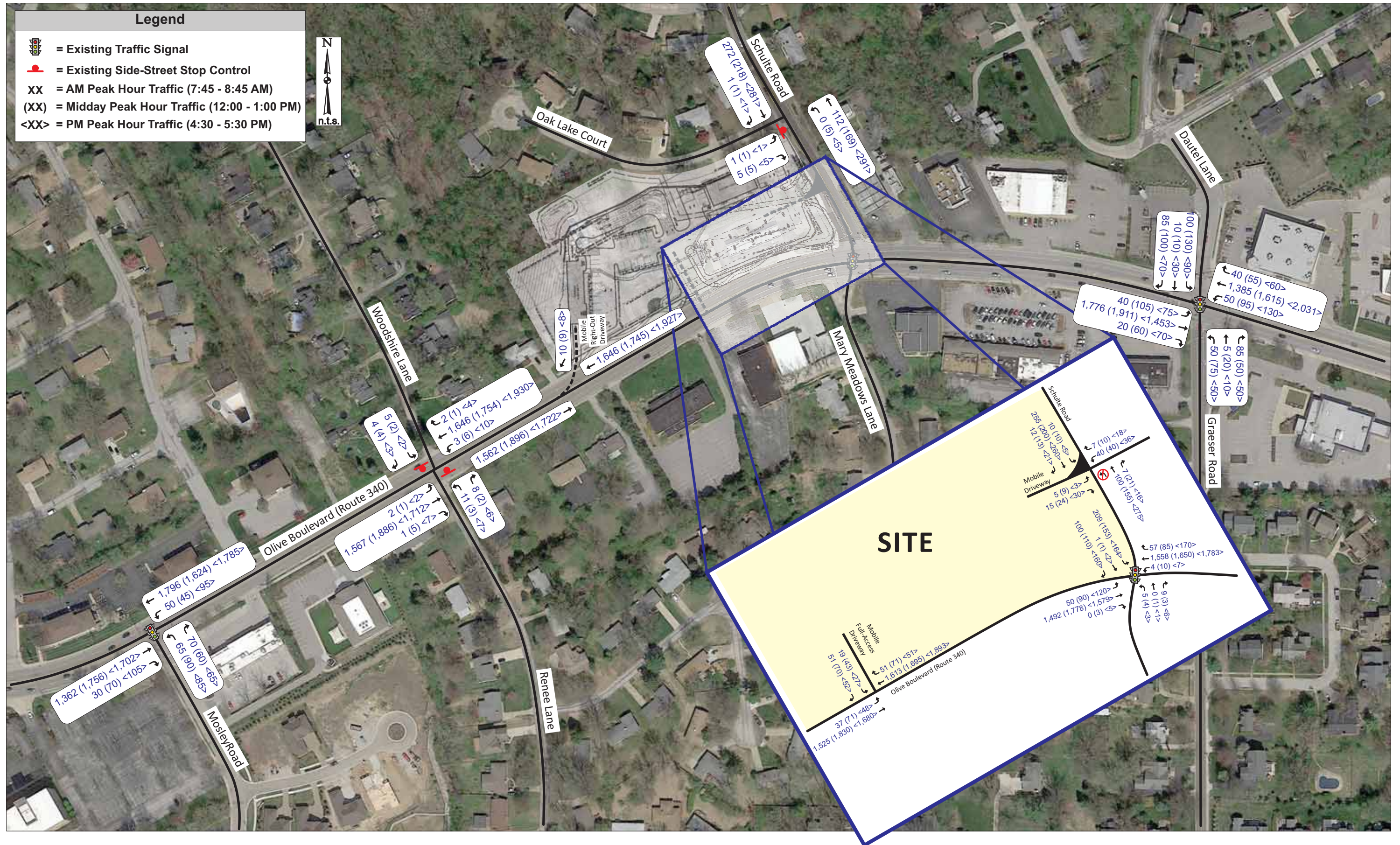


Exhibit 6: 20-Year Build Traffic Volumes

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Table 13: 20-Year Operating Conditions

Intersection/Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	20-Year No Build	20-Year Build <i>Original Timing</i> (28 sec n-s)	20-Year No Build	20-Year Build <i>Original Timing</i> (24 sec n-s)	20-Year No Build	20-Year Build <i>Original Timing</i> (28 sec n-s)
<i>Olive Boulevard and Mosley Road – Signalized</i>						
Eastbound Olive Boulevard	A (2.5)	A (2.5)	A (6.6)	A (6.6)	A (7.2)	A (7.4)
Westbound Olive Boulevard	B (13.1)	B (12.8)	B (10.7)	B (10.8)	B (13.3)	B (13.6)
Northbound Mosley Road	D (44.1)	D (44.1)	D (44.4)	D (44.4)	D (49.2)	D (49.2)
Overall Intersection	A (10.0)	A (9.8)	B (10.0)	B (10.1)	B (11.9)	B (12.0)
<i>Olive Boulevard and Woodshire Lane/Renee Lane – Side-Street Stop</i>						
Eastbound Left-Turn Olive Blvd	C (15.4)	C (15.6)	C (16.5)	C (16.8)	C (18.9)	C (19.0)
Westbound Left-Turn Olive Blvd	B (14.8)	B (14.8)	C (18.5)	C (18.7)	C (16.6)	C (16.7)
Northbound Renee Lane	E (40.8)	E (40.8)	F (55.3)	F (55.3)	E (45.4)	E (46.4)
Southbound Woodshire Lane	E (39.2)	E (39.9)	D (33.9)	D (35.1)	E (46.6)	E (48.1)
<i>Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized</i>						
Eastbound Olive Boulevard	B (18.0) 20' LT	B (17.9) 20' LT	B (13.9) 50' LT	B (14.6) 50' LT	B (17.9) 105' LT	B (18.2) 105' LT
Westbound Olive Boulevard	B (12.5)	B (12.6)	A (8.4)	A (9.0)	C (21.6)	C (24.2)
Northbound Mary Meadows Lane	D (51.2)	D (51.2)	D (44.2)	D (44.3)	D (51.0)	D (51.1)
Southbound Schulte Road	F (83.9) 385' LT	F (90.2) 395' LT	D (50.6) 225' LT	D (54.6) 240' LT	E (58.4) 260' LT	E (61.0) 285' LT
Overall Intersection	C (21.4)	C (22.0)	B (13.9)	B (14.9)	C (23.0)	C (24.7)
<i>Olive Boulevard and Dautel Lane/Graeser Road – Signalized</i>						
Eastbound Olive Boulevard	A (8.1)	A (8.3)	C (25.8)	C (27.4)	B (13.5)	B (13.7)
Westbound Olive Boulevard	B (17.0)	B (17.1)	B (18.7)	B (19.0)	D (40.0)	D (42.1)
Northbound Dautel Lane	C (31.8)	C (31.8)	D (36.2)	D (36.2)	D (41.3)	D (41.3)
Southbound Graeser Road	D (51.6)	D (51.6)	D (42.0)	D (42.0)	D (52.9)	D (52.9)
Overall Intersection	B (15.0)	B (15.1)	C (24.1)	C (25.0)	C (30.4)	C (31.6)
<i>Oak Lake Court and Schulte Road – Side-Street Stop</i>						
Eastbound Oak Lake Court	B (10.1)	B (10.1)	A (9.8)	A (9.8)	B (10.4)	B (10.5)
Northbound Left-Turn Schulte Rd	A (7.7)	A (7.7)	A (7.7)	A (7.7)	A (7.9)	A (7.9)
<i>Schulte Road at Mobil/Shell Driveway – Side-Street Stop</i>						
Eastbound Mobil Driveway	B (10.6)	B (10.4)	B (10.4)	B (10.4)	B (10.5)	B (10.5)
Westbound Shell Driveway	B (12.0)	B (12.1)	B (12.2)	B (12.2)	B (14.1)	B (14.2)
Northbound Schulte Road	A (7.8)	--	A (7.7)	--	A (7.9)	--
Southbound Schulte Road	A (7.5)	A (7.5)	A (7.6)	A (7.6)	A (7.9)	A (7.9)
<i>Olive Boulevard at Mobil West Driveway – Side-Street Stop</i>						
Eastbound Left-Turn Olive Blvd	C (15.7)	--	C (17.7)	--	C (19.9)	--
Southbound Mobil Driveway	C (29.8)	C (18.2)	F (150.1)	C (19.3)	F (>200)	C (21.6)
<i>Olive Boulevard at Mobil East Driveway – Side-Street Stop</i>						
Eastbound Left-Turn Olive Blvd	C (15.7)	C (17.2)	C (16.8)	C (20.8)	C (18.9)	C (22.7)
Southbound Mobil Left-Turn	--	F (61.3)	--	F (141.2)	--	F (118.7)
Southbound Mobil Right-Turn	--	C (21.0)	--	C (24.8)	--	D (26.8)
Southbound Mobil Driveway	F (50.8)	D (31.9)	F (>200)	F (69.1)	F (>200)	F (58.2)

Attachment: 20161104_Traffic Study CBB (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

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Under the 2036 Build condition, the overall intersection operations are expected to remain at similar overall levels as the 2036 No-Build with minimal changes in delay during the weekday AM, Midday and PM peak hours. Without signal timing adjustments, the overall delay is expected to increase less than 2 seconds during the AM, Midday or PM peak hour at Schulte Road and Olive Boulevard. The southbound approach is expected to have minimal increases with 6.3 seconds during the AM peak hour, 4 seconds during the Midday peak hour and 2.6 seconds during the PM peak hour. Without signal timing adjustments, the 2036 forecasted build v/c ratios for the southbound approach would remain more than 1.0 during the AM peak hour. The southbound v/c ratio is forecasted to be 0.88 or better during the Midday or PM peak hour. Again, the cycle length dictates and high v/c ratios drive the poor level of service during the AM and PM peak hours. The northbound and southbound approaches have minimal green times to maximize green times to the heavy eastbound and westbound through movements on Olive Boulevard.

As previously noted, the increase in the southbound left-turns from Schulte Road to Olive Boulevard is expected to be less than 10 vph during all peaks. The increase in site trips represent less than one additional vehicle every six minutes on average.

Again, the three Mobil driveways (main access to Olive Boulevard, right-out only to Olive Boulevard and the three-quarter access driveway on Schulte Road) are expected to operate at acceptable levels of service during the peak hours with the exception of the southbound left-turn out of the site during the peak hours. It should also be noted that the southbound left-turn delay exiting the Mobil Driveway was generally less than the southbound left-turn delay on Schulte Road at Olive Boulevard since Schulte vehicles turns must wait for green.

Again, the impacts of the new Mobil are diminished outside of the direct access points to Olive Boulevard. As can be seen, minimal increases are expected at the signalized intersections including Olive Boulevard at Schulte Road. The impacts of the new Mobil are also expected to be minimal at the signalized intersections adjacent to Schulte (Mosely Road and Greaser/Dautel Lane). Furthermore, the analysis software estimates an increase in delay of one second or less for the northbound approach of Renee Lane and less than two seconds of delay for the southbound approach of Woodshire Lane during each of the peak hours as compared to the 2036 No-Build.

Similar to the 2016 build conditions, various alternatives were re-evaluated to summarize the impacts of the potential improvements. Again, the modified signal timing would improve the southbound approach and have minimal impacts to the mainline; the separate right-turn lane would have no worthwhile impacts; the Flashing Yellow Arrow provided minimal operation changes but potentially a safety improvement; and the dual left-turn would provide improved operations but would have the most negative impact to adjacent link progression.

Traffic Impact Study – Proposed Mobil Rebuild with Car Wash

Creve Coeur, Missouri

Table 14: 20-Year Operating Conditions with Alternative Improvement Scenarios – AM Peak Hour

Intersection/Approach	20-Year No Build	20-Year Build Original Timing [28 sec n-s]	20-Year Build Timing Adjustments [29 Sec n-s]	20-Year Build Add Flashing Yellow Arrow NB& SB [28 Sec n-s]	20-Year Build Separate SB Right-Turn Lane [28 Sec n-s]	20-Year Build with Dual Left and Split-Phase ¹ [30 Sec n-s]
<i>Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized</i>						
Eastbound Olive Boulevard	B (18.0) 20' LT	B (17.9) 20' LT	B (18.7) 20' LT	B (17.9) 20' LT	B (17.9) 20' LT	B (13.8) 20' LT
Westbound Olive Boulevard	B (12.5)	B (12.6)	B (12.8)	B (12.6)	B (12.6)	A (8.5)
Northbound Mary Meadows Lane	D (51.2)	D (51.2)	D (50.3)	D (51.2)	D (51.2)	E (69.0)
Southbound Schulte Road	F (83.9) 385' LT	F (90.2) 395' LT	F (82.1) 385' LT	F (91.1) 395' LT	F (90.3) 395' LT	F (82.7) 230' LT
Overall Intersection	C (21.4)	C (22.0)	C (21.7)	C (22.1)	C (22.0)	B (17.7)

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

¹ Dual Southbound Lefts and Split Phase (13.1 sec +16.9 sec)

Table 15: 20-Year Operating Conditions with Alternative Improvement Scenarios – Midday Peak Hour

Intersection/Approach	20-Year No Build	20-Year Build Original Timing [24 sec n-s]	20-Year Build Timing Adjustments [27 Sec n-s]	20-Year Build Add Flashing Yellow Arrow NB& SB [24 Sec n-s]	20-Year Build Separate SB Right-Turn Lane [24 Sec n-s]	20-Year Build with Dual Left and Split-Phase ¹ [30 Sec n-s]
<i>Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized</i>						
Eastbound Olive Boulevard	B (13.9) 50' LT	B (14.6) 50' LT	B (15.4) 50' LT	B (14.6) 50' LT	B (14.6) 50' LT	B (10.4) 55' LT
Westbound Olive Boulevard	A (8.4)	A (9.0)	B (10.2)	A (9.0)	A (9.0)	A (8.4)
Northbound Mary Meadows Lane	D (44.2)	D (44.3)	D (41.9)	D (44.3)	D (44.1)	E (55.4)
Southbound Schulte Road	D (50.6) 225' LT	D (54.6) 240' LT	D (48.7) 210' LT	D (54.6) 240' LT	D (54.6) 240' LT	D (50.6) 135' LT
Overall Intersection	B (13.9)	B (14.9)	B (15.4)	B (14.9)	B (14.9)	B (12.3)

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

Dual Southbound Lefts and Split Phase (13.1 sec +15.9 sec)

Traffic Impact Study – Proposed Mobil Rebuild with Car Wash

Creve Coeur, Missouri

Table 16: 20-Year Operating Conditions with Alternative Improvement Scenarios – PM Peak Hour

Intersection/Approach	20-Year No Build	20-Year Build Original Timing [28 sec n-s]	20-Year Build Timing Adjustments [30 Sec n-s]	20-Year Build Add Flashing Yellow Arrow NB& SB [28 Sec n-s]	20-Year Build Separate SB Right-Turn Lane [28 Sec n-s]	20-Year Build with Dual Left and Split-Phase ¹ [30 Sec n-s]
<i>Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized</i>						
Eastbound Olive Boulevard	B (17.9) 105' LT	B (18.2) 105' LT	B (17.5) 105' LT	B (18.3) 105' LT	B (18.2) 105' LT	B (13.9) 105' LT
Westbound Olive Boulevard	C (21.6)	C (24.2)	C (28.2)	C (24.5)	C (24.2)	B (15.6)
Northbound Mary Meadows Lane	D (51.0)	D (51.1)	D (49.5)	D (51.0)	D (51.0)	E (67.3)
Southbound Schulte Road	E (58.4) 260' LT	E (61.0) 285' LT	E (57.2) 265' LT	E (61.1) 285' LT	E (61.0) 285' LT	E (57.8) 175' LT
Overall Intersection	C (23.0)	C (24.7)	C (26.0)	C (24.9)	C (24.7)	B (18.4)

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

Dual Southbound Lefts and Split Phase (13.1 sec + 16.9 sec)

Table 17: 20-Year Progression Analysis – 70th Percentile Link Bands

<i>70th Percentile Link Green Bands</i>	<i>Weekday AM Peak Hour</i>			<i>Weekday Midday Peak Hour</i>			<i>Weekday PM Peak Hour</i>		
	<i>Existing</i>	<i>Timing Adjustment</i>	<i>Dual LT/Split- Phase</i>	<i>Existing</i>	<i>Timing Adjustment</i>	<i>Dual LT/Split- Phase</i>	<i>Existing</i>	<i>Timing Adjustment</i>	<i>Dual LT/Split- Phase</i>
Eastbound									
Mosley Road to Schulte Road Link	80 sec	79 sec	78 sec	77 sec	77 sec	88 sec	83 sec	83 sec	83 sec
Schulte to Dautel Lane Link	97 sec	97 sec	97 sec	76 sec	76 sec	76 sec	96 sec	94 sec	94 sec
Eastbound Arterial Green Band (Craig Road to Spoeede Road)	70 sec	70 sec	70 sec	46 sec	46 sec	46 sec	67 sec	67 sec	67 sec
Westbound									
Dautel Lane to Schulte Road Link	98 sec	98 sec	97 sec	72 sec	70 sec	68 sec	86 sec	84 sec	84 sec
Schulte Road to Mosley Road Link	82 sec	81 sec	80 sec	63 sec	60 sec	68 sec	72 sec	70 sec	70 sec
Westbound Arterial Green Band (Spoeede Road to Craig Road)	60 sec	60 sec	60 sec	50 sec	50 sec	50 sec	52 sec	52 sec	52 sec

***Traffic Impact Study – Proposed Mobil Rebuild with Car Wash
Creve Coeur, Missouri***

Conclusions

CBB completed a traffic impact study for the proposed Creve Coeur Mobil with Car Wash redevelopment in Creve Coeur, Missouri. The site located on the northwest quadrant of Olive Boulevard at Schulte Road. The site is currently occupied by a Mobil gas station with a small convenience store and a car wash as well as a several homes.

- Access to the redeveloped site is proposed via one full access driveway on Olive Boulevard, one right-turn exit-only driveway on Olive Boulevard at the west end of the property, and one three-quarter driveway (no left-turn in) on Schulte Road generally opposite the existing Shell station driveway.
- Base traffic conditions were observed and evaluated to reveal constraints that currently exist at the signalized intersection of Olive Boulevard with Schulte Road/Mary Meadows Lane. The north-south approaches currently operate at less than desirable levels of service during the AM and PM peak hours primarily as a result of long signal cycle lengths dictated by other critical intersections on the Olive Boulevard corridor. The horizontal and vertical physical configuration of the existing intersection is also less than desirable.
- The new Mobil gas station would be expected to generate approximately 120, 190, and 140 additional trips during the AM, Midday and PM peak hours of a typical weekday, respectively.
- Based on MoDOT's Access Management Guidelines, a separate westbound right-turn lane would be warranted on Olive Boulevard at the proposed full-access driveway. However, that lane would have minimal impact on operating conditions, have impacts to utilities and separate right-turn lanes are not currently provided at unsignalized intersections along the Olive Boulevard corridor, CBB does not recommend the installation of the right-turn lane on Olive Boulevard at the proposed full access driveway.
- The proposed access drives would operate at acceptable levels of service, except for the southbound left-turns out of the main entrance, which is primarily due to the heavy east-west volumes on Olive Boulevard. The left-turning motorists should be able to make two-stage turns onto eastbound Olive Boulevard via the center left-turn lane or go to the signal via Schulte Road.
 - A two-lane exit is recommended and proposed on the conceptual site plan to separate exiting left and right-turns. It should also be noted that this driveway has the ability to storage approximately 4 or 5 vehicles that would be queued in the southbound direction before impacting internal circulation.

***Traffic Impact Study – Proposed Mobil Rebuild with Car Wash
Creve Coeur, Missouri***

- The impacts of the proposed Mobil can be mitigated at the intersection of Olive Boulevard with Schulte Road by providing two seconds of additional north-south green time during the AM and PM peak hour and four seconds of additional north-south green time in the Midday peak hour. On-site observations found that the southbound approach currently clears during a vast majority of the cycles, even during the peak hours, so timing adjustments may not be necessary to allow acceptable operations in the field.
- Minimal operational impacts would be gained by providing a separate southbound right-turn lane since the southbound through volumes are so low, the lane currently operates as a defacto right-turn lane. CBB does not recommend this improvement.
- Minimal operational impacts are expected with the installation of Flashing yellow arrows for the northbound and southbound approaches, but could provide significant improvements in safety, especially related to left-turn crashes. CBB recommends this change.
- If dual southbound left-turns (one left-turn and one share left-turn/through lane) are constructed, a slightly larger north-south split is needed to accommodate the forecasted traffic since split phasing should be required which would negatively impact progression along Olive Boulevard. The primary benefits of the dual left-turn lanes would be accommodation of a safer north-south phasing (split phased) and cutting the southbound queue length nearly in half.
 - o It should be noted that the proposed rebuilding of the Mobil gas station has very little impact at the signalized intersection and the existing safety concerns with the horizontal and vertical alignment of the north and south legs are present with or without the proposed development.
 - o This improvement would help to address the long-term needs of the intersection. It is not feasible to construct the full intersection improvements without the coordination and concurrence with the private ownership of Mary Meadows on the south side of the road.
 - o As a result, the subject development has reserved ground in the northeast quadrant of the intersection so that a better horizontal alignment can occur in the future when all parties can come to an agreement.
- A marked pedestrian crossing is recommended across the west side of the intersection to accommodate pedestrians crossing Olive Boulevard.
- Since traffic to and from the development is not expected to create a noticeable change in traffic along Olive Boulevard to the west (limited to less than 25 vph in either direction), there will be limited impact to ingress/egress for the adjacent neighboring streets (Renee Lane and Woodshire Lane). The delay increases are estimated to be less than one additional second for the northbound approach and one additional second for the southbound approach.

*Traffic Impact Study – Proposed Mobil Rebuild with Car Wash
Creve Coeur, Missouri*

- The results for the Year 2036 No-Build Scenario and 2036 Build Scenario are very similar, where only slight increases in north-south green times are needed to effectively accommodate the traffic from the proposed new Mobil gas station.

We trust that you will find that the information in this report useful in evaluating the traffic impacts of the subject site. Please contact Brian Rensing in our St. Louis office (314) 449-9569 or via email at Brensing@cbbtraffic.com should there be any questions or need for additional information.

CBB Job No. 2016-91

prepared by:



CBB

12400 Olive Boulevard
Suite 430

St. Louis, MO 63141
(314) 878-6644



**ENVIRONMENTAL
NOISE STUDY OF PROPOSED
NEW COMMERCIAL DEVELOPMENT
ON THE NORTH WEST CORNER OF OLIVE AND SCHULTE,
LOCATED IN CREVE COUER MISSOURI**

PREPARED FOR:

Arch Energy (Wallis Companies)
106 E. Washington
Cuba, Missouri 65453

PREPARED BY:

KEVIN TANKERSLEY
President / Senior Engineer
DESIGNED ACOUSTICS, LLC
PROJECT #
11824

DATE

NOVEMBER 10th, 2016

Environmental Noise Study
November 10th, 2016

Environmental Noise Study Report

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Environmental Noise Study November 10th, 2016

INTRODUCTION

Designed Acoustics was retained by Wallis Companies to perform an Environmental Noise Study and to provide an evaluation of existing and potential noise levels that could be generated by a proposed new commercial development. The property is at northwest corner of Olive & Schulte located in Creve Coeur Missouri. This report summarizes Designed Acoustics' noise investigation and the potential audible effects at the property lines of the proposed site. Environmental noise studies, being investigative by nature, are often forced to make assumptions concerning the properties of the noise source(s) under such study. Designed Acoustics recognizes the proposed uses and have elected to base the study upon a conservative "worst case situation" in order to ensure the validity of calculated results.

The following report explains the methodology used to gather data as well as Designed Acoustics' findings and compliance with the City of Creve Coeur criteria which is:

An acoustical study shall be submitted demonstrating that the order facility and service windows will not produce sounds exceeding sixty (60) dB as measured at any property line abutting a residential use, up to a height of eight (8) feet above ground at the property line and demonstrating that the order facility and service windows will not increase ambient sound levels at other property lines above the average Monday to Friday midday level.

For the development proposed at this location, no service order window is proposed however, some of the mechanical components of the car wash have higher decibel levels and will be evaluated. It should also be noted that the hours of operation proposed for the carwash portion of the facility are from approximately 7 am until 8 pm.

NOISE MEASUREMENTS

Long-term 24-hour noise measurements were completed at the subject site. While on-site short term measurements were also taken at the same time that the long term monitoring was beginning, approximately 4pm on Thursday, November 3rd, 2016. Additionally, short term background noise measurements were again taken at the time that the long term monitors were retrieved, approximately 10am on Wednesday, November 9th, 2016.

Environmental Noise Study November 10th, 2016

INSTRUMENTATION

A Larson-Davis Laboratories Model Sound Expert LxT precision sound level meter was used for all octave band measurements reported here. This meter conforms to the ANSI Standard Specifications for Sound Level Meters S1.4-1983, Type 1 (Precision), and the IEC Standard 651-1979, Sound-Level Meters, Type 1 Peak. The instrument was calibrated and is traceable to The National Institute of Standards. Evidence of traceability is on file at the Larson Davis Corporate Headquarters. The meter calibration was field verified before and after the measurement session.

Larson-Davis Laboratories Model Sound Expert LxT sound meters were used for A-weighted long-term sound level measurements. This meter conforms to ANSI Standard Specifications for Sound Level Meters S1.4-1983, Type 2, and the IEC 651-1979, Sound Level Meters Type 2. The instruments were calibrated and are traceable to the National Institute of Standards. Evidence of traceability is on file at the Larson Davis Corporate Headquarters. The meters were field verified before and after the measurement session.

MEASUREMENTS

Long Term monitor results

Date	Ldn (dBA)	Lday (dBA)	Lnight (dBA)
Friday, November 4 th , 2016	65.8	64.9	57.0
Saturday, November 5 th , 2016	65.7	66.4	54.3
Sunday, November 6 th , 2016	65.1	63.2	57.1
Monday, November 7 th , 2016	65.3	65.2	55.4
Tuesday, November 8 th , 2016	65.8	64.7	57.1
Wednesday, November 9 th , 2016	64.9*	64.9*	54.3*

*Not a complete 24 hour cycle of data.

Environmental Noise Study
November 10th, 2016

FINDINGS

The estimated impact of speaker noise at the nearest property line was calculated using provided manufactures data. The total attenuation at the nearest property line (and beyond) was calculated based on land topography supplied to Designed Acoustics by the site civil engineer, barrier height and location(s) (insertion loss¹), and distance from source. The calculations show no increase of noise impact at the property line. It is important to note that as a conservative approach Designed Acoustics did NOT take into consideration the large amounts of trees and shrubs at the property lines and beyond. Due to seasonal changes in the geometry, shape, and consistency of such barriers, sound attenuation is difficult to predict when these are figured into the calculations. Designed Acoustics acknowledges that trees and foliage, in bloom, will add a slight degree of extra attenuation beyond those factors accounted for in this study. Therefore, the addition of trees and / or foliage near the property lines will have a positive impact on the noise environment beyond the property line.

The estimated SPLs assume a 6' barrier (that Designed Acoustics supports installing) placed between the given property lines and proposed carwash. Additionally, estimated SPLs at the northwest property line took into consideration the elevation difference between the carwash and the nearby property. This topography increases the barrier effectiveness at the northwest property line. Designed Acoustics estimated these SPLs at an 8' height per the aforementioned city code.

The site plan, provided by CEC and included in the appendix, indicates the approximate distance from the closest point on the North West property line to the entrance to the car wash. Designed Acoustics estimates a sound level of 70dBA at this area. Distance attenuation along with barrier attenuation was used to calculate the estimated property line dBA at 8'. The worst case is calculated to be 49 dBA at the property line. It's important to note that these estimated SPLs are lower than the onsite background measurements that have been taken. We recognize that the driers exiting the car wash are in fact the loudest noise generator on site, approximately 95dBA to 100dBA during its cycle, the direction of those driers will face the highway. It's our conclusion that the highway noise and the distance would dampen those levels significantly. While we did check all property line dBA levels during our study, Designed Acoustics has chosen the car wash entrance area to focus on because we are confident it would be the worst case scenario for noise on the proposed new development and any residential property line.

It is Designed Acoustics professional opinion that the operation of the proposed new development will have no negative environmental noise impact on adjacent properties and that the proposed noise levels that will be present upon development as proposed will meet the regulations presented.

Environmental Noise Study
November 10th, 2016

CONCLUDING REMARKS

As stated earlier environmental noise impact studies, being investigative by nature, are often forced to make assumptions concerning the properties of the noise source under such study. Designed Acoustics recognizes the usage of this proposed development. We have elected to base our study upon this worst case situation in order to ensure the validity of calculated results.

As a first step, Designed Acoustics placed a long term noise monitor at the proposed location in order to quantify the day, night, Leq background noise levels as a base starting point for our acoustical analysis

Designed Acoustics was supplied with manufacturer's noise measurements of the proposed equipment for our review and to establish if the equipment proposed would have the potential for negative effects on the surrounding areas.

As an additional step we were given access to an existing location with similar equipment. (475 N. Lindberg, Florissant. Missouri)
Designed Acoustics visited that location on November 9th, 2016 at approximately 11:30am. While on site sound level readings of the car wash were taken. It's important to note that the sound level readings taken matched the manufacturer's data that was given to us for review. While still on site, sound levels were taken at the wall (barrier) located behind the carwash that separates the carwash from a residential neighborhood. (53dBA to 56dBA) Additional sound level readings were taken behind the wall. The sound level readings behind the wall were significantly lower. (42dBA – 45dBA)

Based on our acoustical analysis and the factors mentioned in this report the new development shall meet the aforementioned city code requirements.

ACOUSTIC NOMENCLATURE AND TERMINOLOGY

ANSI: American National Standards Institute

A-Weighing: Prescribed frequency response defined by ANSI Standard S-1971. Used to obtain a single number representing the sound pressure level of a noise in a manner approximating the response of the ear, by de-emphasizing the effects of the low and high frequencies.

Background Sound: Sound that remains when sound of interest is removed is background sound relative to the sound of interest.

Daytime: The hours 0700 (7:00 am) to 2200 (10:00 pm).

Day-night average sound level (L_{dn}): A measure of the noise environment over a 24-hour A-weighted sound level with a 10 dB weighing applied to the nighttime levels. When equivalent level (L_{eq}) information is available, the L_{dn} is calculated as follows:

Where $L_{eq}(d) = L_{eq}$ for the hours 0700-2200.

$L_{eq}(n) = L_{eq}$ for the hours 2200-0700.

Annualized L_{dn} is effective L_{dn} determined over a full year accounting for daily and seasonal variations.

dBA: Overall A-weighted sound pressure level expressed in decibels referenced to 20 micro-pascals.

Decibel (dB): Ten times the logarithm of the ratio of a quantity (X) to a reference quantity (X_r).

Equivalent Sound Level (L_{eq}): The level of a constant sound which, in a given situation and time period, has the same sound energy as a time varying sound level.

f_i = percent of time period in which a particular L_i occurs.

L_i = sound level in dB.

Exceedance Level - L_n: The sound pressure level exceeded n percent of the time. Example: L₁₀ is the sound pressure level exceeded 10% of the time during a measurement period. L₅₀ corresponds to the median level.

Frequency: Number of complete oscillation cycles per unit of time. The frequency is the reciprocal of the period. The unit of frequency often used is the Hertz.

Hertz (Hz): Unit of frequency equal to one cycle per second.

L_{dn}: See day-night average sound level.

L_{eq}(n): Equivalent sound level for a period n in length.

L_{max}: The maximum sound level detected during the period of measurement.

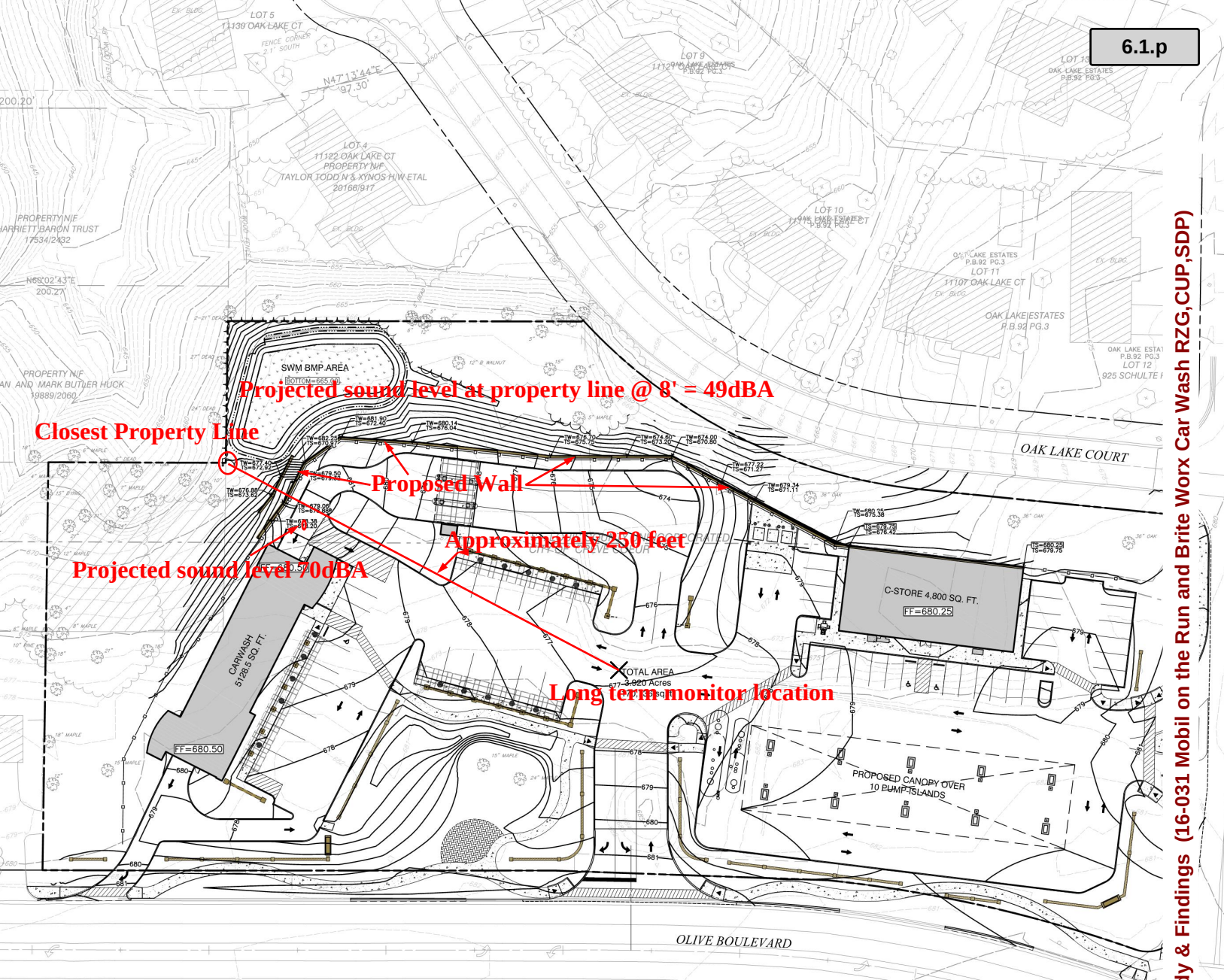
L_{min}: The minimum sound level detected during the period of measurement.

L_n: See Exceedance Level, the sound level exceeded n percent of the time.

Nighttime: The hours 2200 (10:00 pm) to 0700 (7:00 am).

Sound Pressure Level (SPL): In decibels, 20 times the logarithm to the base 10 of the ratio of a sound pressure to the reference sound pressure of 20 micro-pascals. Where p = sound pressure to be quantified $p_{ref} = 20$ micro-Pascals (metric). 2.9×10^{-9} psi (English)

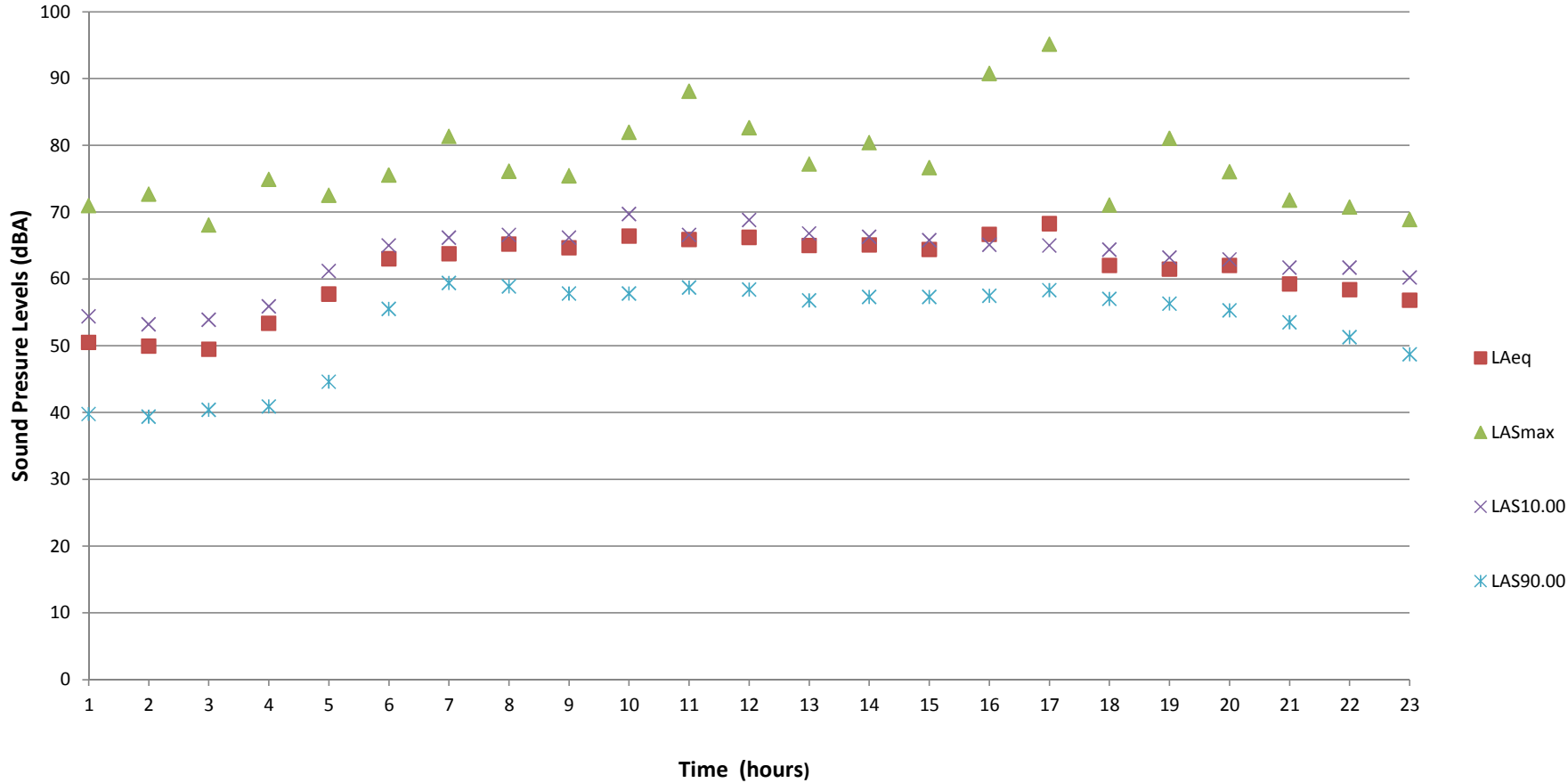
Figures 1 & Graphs 1 – 6





Olive & Schulte
Enviromental Noise Study
November 4th, 2016

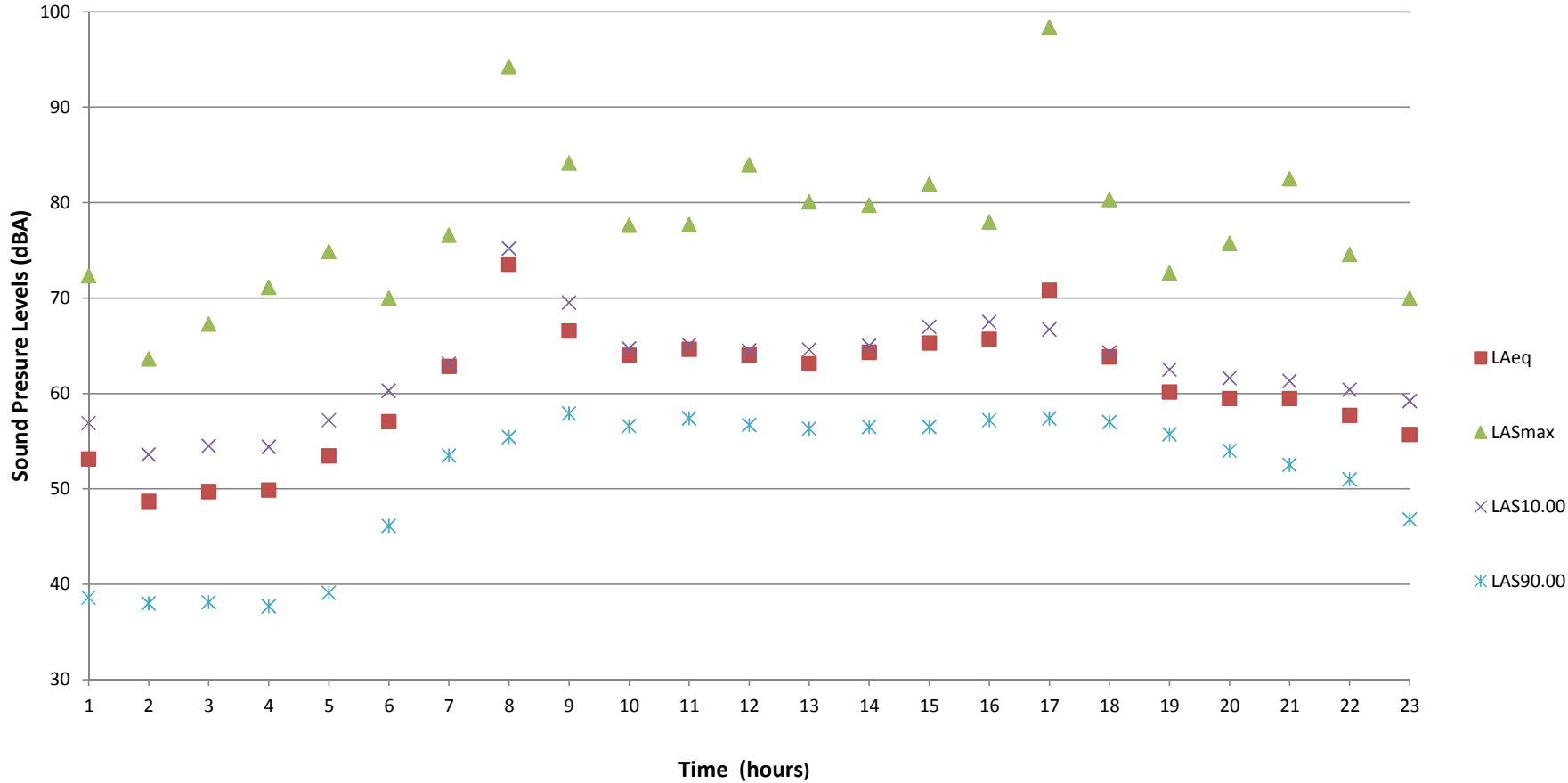
Ldn 24 = 65.8
Leq (Day) = 64.9
Leq (Night) = 57.0





Olive & Schulte
 Enviromental Noise Study
 November 5th, 2016

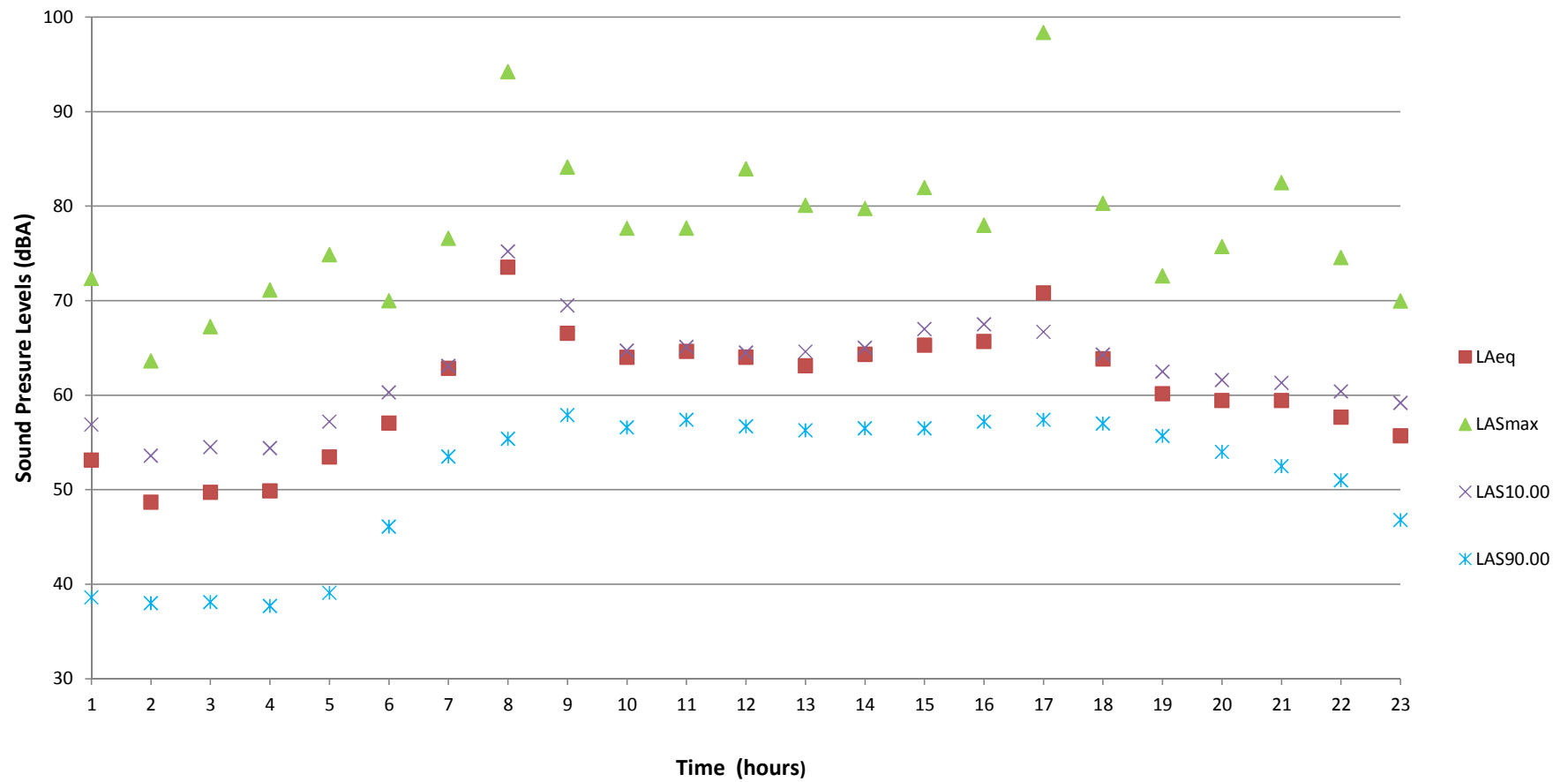
Ldn 24 = 65.7
 Leq (Day) = 66.4
 Leq (Night) = 54.3





Olive & Schulte
Enviromental Noise Study
November 6th, 2016

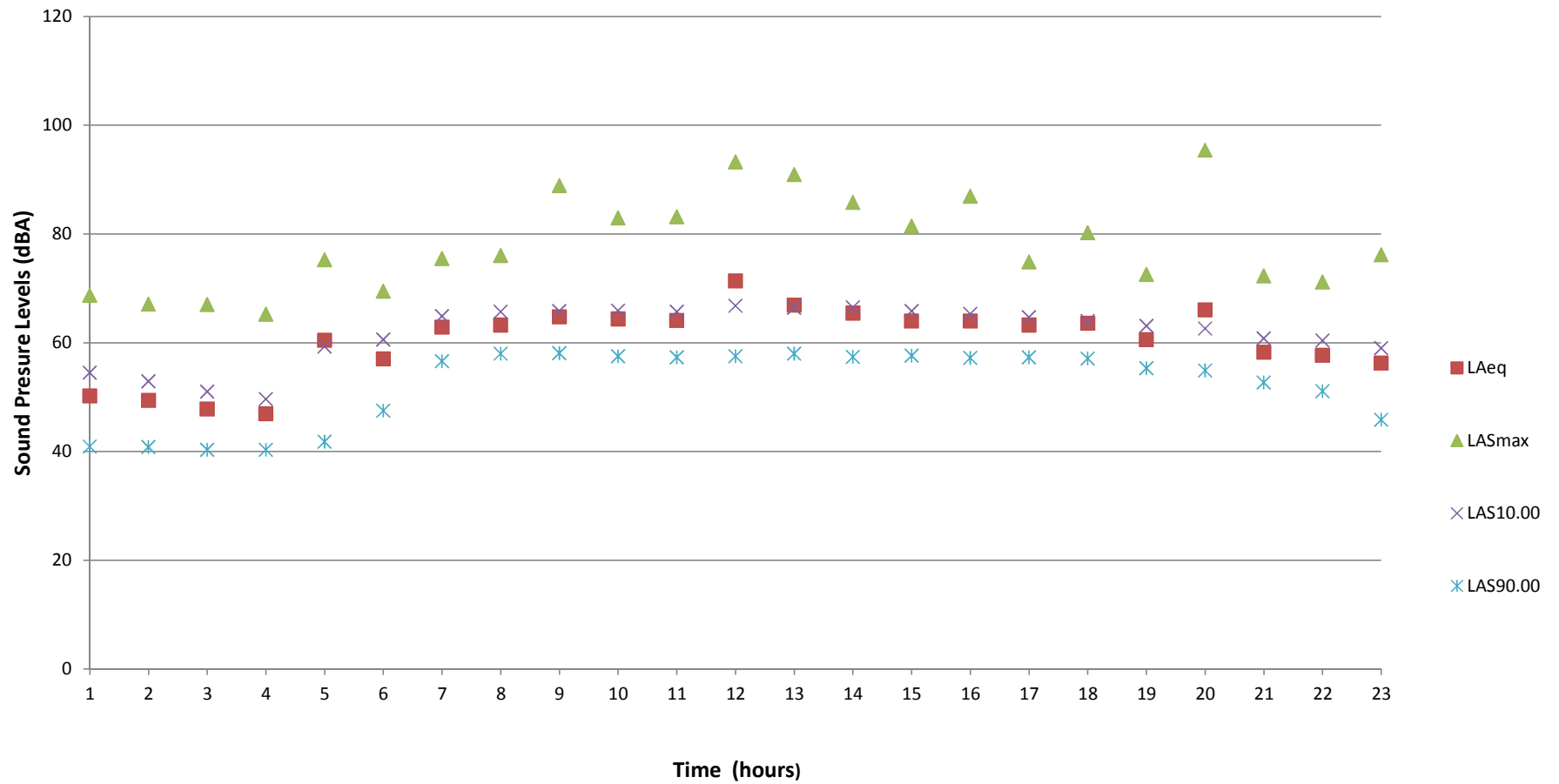
Ldn 24 = 65.1
Leq (Day) = 63.2
Leq (Night) = 57.1





Olive & Schulte
Enviromental Noise Study
November 7th, 2016

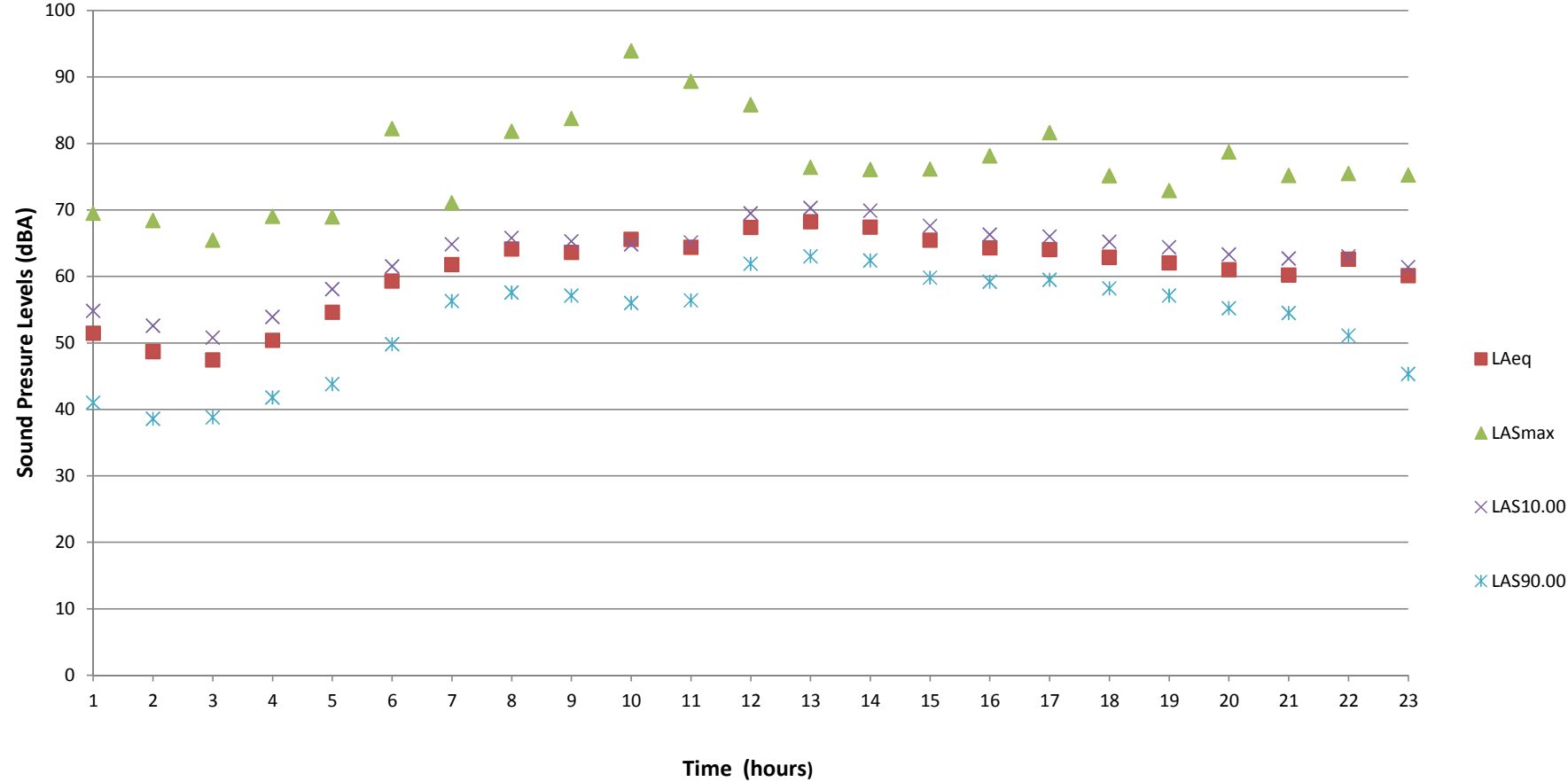
Ldn 24 = 65.3
Leq (Day) = 65.2
Leq (Night) = 55.4





Olive & Schulte
Enviromental Noise Study
November 8th, 2016

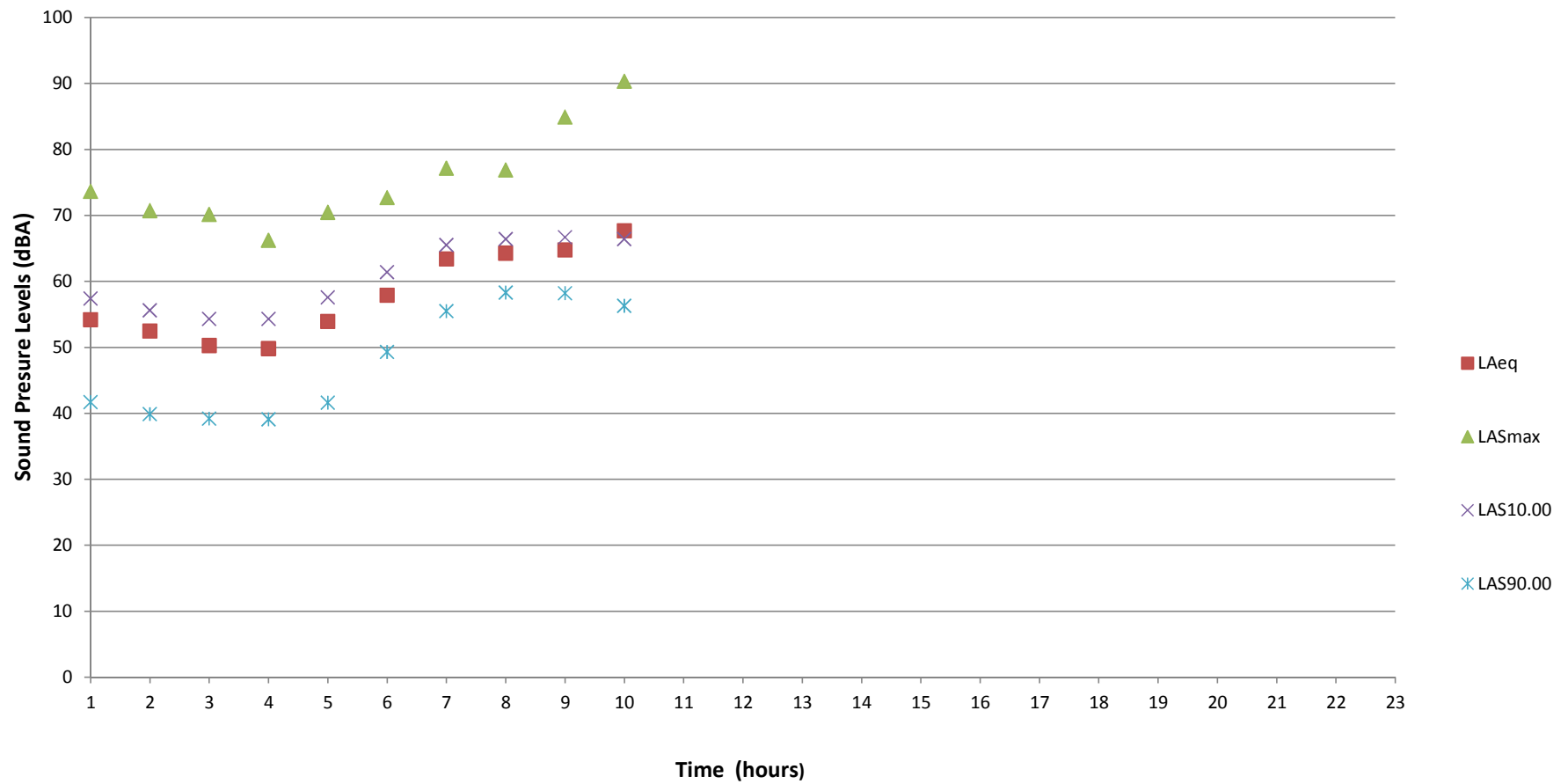
Ldn 24 = 65.8
Leq (Day) = 64.7
Leq (Night) = 57.1





Olive & Schulte
 Enviromental Noise Study
 November 9th, 2016
 (Only partial day of recordings)

Ldn 24 = 64.9
 Leq (Day) = 64.9
 Leq (Night) = 54.3



PLANNING AND ZONING COMMISSION PUBLIC HEARING

CITY OF CREVE COEUR, MISSOURI

300 NORTH NEW BALLAS ROAD

MONDAY, DECEMBER 5, 2016

6:30 P.M.

PUBLIC HEARING

APPLICATION NO. 16-031

THOSE IN ATTENDANCE:

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

McLaughlin Court Reporting Services, Inc.

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

1 CHAIRMAN KISTNER: All right. We're going to
2 open up our Planning and Zoning Commission meeting for
3 Monday, December 5th, 2016.

4 Let's start with our call to order.

5 Mr. Carney?

6 MR. CARNEY: Present.

7 CHAIRMAN KISTNER: Ms. Hall? She's absent.

8 Mr. Magruder?

9 MR. MAGRUDER: Present.

10 CHAIRMAN KISTNER: Mr. Rovak?

11 MR. ROVAK: Present.

12 CHAIRMAN KISTNER: Ms. Silverman?

13 MS. SILVERMAN: Present.

14 CHAIRMAN KISTNER: Mr. Schuh is absent at this
15 time.

16 City Attorney, Carl Lumley?

17 MR. LUMLEY: Present.

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

20 MR. JAGGI: Present.

21 CHAIRMAN KISTNER: City Planner, Whitney Kelly?

22 MS. KELLY: Present.

23 CHAIRMAN KISTNER: And Planning
24 Assistant/Recording Secretary, Jessica Stutte?

25 MS. STUTTE: Present.

1 CHAIRMAN KISTNER: And please note that
2 Ms. Hall --

3 MS. HALL: Present.

4 CHAIRMAN KISTNER: -- is with us. Is present.
5 All right.

6 We're going to start with the acceptance of the
7 agenda. We have a motion?

8 MS. SILVERMAN: I so move.

9 MR. ROVAK: Second.

10 CHAIRMAN KISTNER: Second Mr. Rovak. All in
11 favor?

12 (All responded aye.)

13 (Mr. Schuh is now present.)

14 CHAIRMAN KISTNER: Now we'll move to New
15 Business.

16 We have a public hearing, Application
17 No. 16-031: A rezoning, conditional use permit and site
18 development plan and boundary adjustment approval for the
19 Mobile On the Run Convenience Store with gas pumps and
20 Briteworx Car Wash facility located at 11109 to 11141
21 Olive Boulevard and 11100 to 11114 Oak Lake Court,
22 currently zoned GC, General Commercial, and C Single
23 Family Residential.

24 Any people who think they want to speak to this
25 matter tonight, if you could come forward and be sworn in,

1 that'll just make it a little faster when we get to the
2 various points of comment during the evening.

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

5 CHAIRMAN KISTNER: All right. Thank you.

6 Good evening. Assume you're the applicant. If
7 you can start with your name and dress.

8 MR. KAMP: Certainly will.

9 My name is Kevin Kamp. I'm with Civil &
10 Environmental Consultants located in Hazelwood, Missouri.

11 Here tonight representing Wallis Companies.

12 Also with me are some -- several folks from
13 Wallis and several members of the design team.

14 And tonight we're happy to and excited to
15 present to you the plan for the redevelopment of the
16 existing Mobil Gas Station Convenience Store and Car Wash
17 at Olive and Schulte.

18 The current station was constructed in the
19 mid-'80s. And then Wallis acquired the sites in the early
20 '90s when Mobile sold their retail locations in this area
21 to the Wallis family.

22 So the goals of this development are to
23 modernize the service offering. The convenience store
24 there today is not only to provide the items or the
25 offerings now expected by the consumer, and the proposed

1 plan will provide for a new On the Run concept convenience
2 offering.

3 The pump area will be enhanced with improved
4 circulation and traffic flow around the pump islands, and
5 the current automatic car wash on the facility will be
6 replaced with a state of the art Briteworx Tunnel Wash
7 facility.

8 The owner is -- is further committing to the
9 neighborhood by providing the high-quality accessible
10 redevelopment that is feasibly consistent with the Design
11 Guidelines and the Comprehensive Plan while preserving and
12 enhancing the buffer between the adjacent residents and
13 the major state arterial highway of Olive Boulevard.

14 The proposed site will reduce the current five
15 full access curb cuts onto Olive with one full access
16 location with ride-out egress on the western portion of
17 the site.

18 The Schulte access will be slightly realigned,
19 and also will be constructed in order to prevent left turn
20 movements into the facility.

21 The streetscape will provide for an enhanced
22 pedestrian path that provides pedestrian openings along
23 the way and access to the site, and large areas of open
24 space adjacent to that frontage will also provide esthetic
25 views from the passing traffic.

1 It will also feature a small knee wall that is
2 constructed along the right-of-way with other street trees
3 and other such elements along that streetscape.

4 So this is a generated video from our computer
5 model of the developed -- developed, basically, for the
6 design of the site. And the site provides for some safe
7 and clearly defined vehicular pathways and ample room for
8 backing and ample room for circulation between the pumps.

9 And the layout and the openness, while not
10 typically found with this type of use, separates the
11 particular components, but keeps them connected enough to
12 appropriately share access and circulation.

13 See, there's also circulation that is clear and
14 separate entrance and exits for the wash.

15 I'm talking faster than the video is moving.
16 Sorry.

17 And I should note that careful design
18 consideration was given to the locating the site elements
19 and how they are positioned to create visual interest and
20 provide for the expansive green spaces on the development.

21 And this open space and area recognizes and
22 bridges the needs of revitalizing the current uses with
23 the guidelines for design and the concepts in the
24 Comprehensive Plan.

25 This figure here shows the intensity as a

1 percentage building coverage per the site area. And as
2 can be seen, the existing Mobile site, which is in the
3 lower left corner there, that represents about
4 12.3 percent of that site area of the existing site.

5 It's made up and comprised of those buildings.
6 And what we did was, okay, you have the canopy, you have
7 the -- the C-Store and you have the car wash.

8 If we look at the overall area that's to be
9 redeveloped and included in the redevelopment effort, that
10 overall intensity or, you know, building area versus site
11 area is around 13.1 percent.

12 And then that compared to the proposed
13 development, we're looking at about 11 percent of building
14 coverage versus site area.

15 Should be noted that the development overall has
16 about 50 percent green space, actually, about 54 percent
17 green space.

18 So building architecture. So high quality, low
19 to no maintenance materials are being used to maintain the
20 quality of the development for the city and the
21 neighborhood.

22 These natural materials, which are, I have a
23 small sample board up here, and we can pass that around,
24 consist of integral colors, split face bands. And these
25 materials are used in concert with the massing to reduce

1 the visual scale of the building and to make it more of a
2 human scale.

3 The materials are residential in scale, not
4 commercial. Material changes also emphasize the
5 horizontal lines, further reducing the visual scale of the
6 building.

7 Massing changes are not only to add the visual
8 interest, but they help define the ins and the entrance of
9 the building.

10 These massing changes are done both horizontally
11 and vertically to be more human scale.

12 On the car wash side, it does utilize the same
13 materials and the massing elements as far as the store to
14 maintain some consistency individual connection between
15 the two facilities as required by the Design Guidelines.

16 And we also have provided several connecting
17 elements on the site, which also some of them act as a
18 vacuum canopy -- or vacuum stations, and they -- these
19 visually connect the two principal buildings on the site.

20 And the -- the building placement and the
21 connecting elements on the site gives the development a
22 sense of welcoming and community.

23 The -- so commercial buildings and residential
24 buildings have different architectural styles and
25 characteristics and functional requirements. Creating a

1 commercial neighborhood store, which looks commercial, but
2 feels residential in scale is what has been achieved
3 through the material scale and material selection and
4 colors. But, most importantly, by building placement in
5 landscaped areas similar to a park-like setting.

6 The design planning process all -- also
7 considered several other important elements. And we can
8 go through in detail any of these elements and answer all
9 these questions, but I think, kind of playing off of what
10 Jason had asked in your packets, that, you know, that
11 there's a lot of, lot of elements that we have spent a
12 long time kind of developing, and so just trying to give a
13 broad brush overview first, so.

14 The landscaping made extensive use of the
15 existing vegetation, especially in the buffer areas.

16 And the buffer areas are also enhanced with new
17 plant materials, a retaining wall, as well as a sound wall
18 or masonry fence.

19 Lighting has also been designed and pole heights
20 and light levels have been adjusted to customize -- and
21 customized for the security and safety needs for each
22 component of the overall use, while maintaining and being
23 very cognizant of the adjacent neighbors.

24 A noise study was also conducted, with -- which
25 concluded that the operation of the proposed redevelopment

1 with the proposed elements of the fence and topography
2 will have no negative noise impact on the adjacent
3 properties.

4 Oops. There we go. We can go on.

5 Traffic study was also completed for this
6 project by CBB, and Lee Cannon with CBB is here tonight,
7 if we want to get into further details about those
8 particular components.

9 But the commercial corridor of Olive Boulevard,
10 Missouri State Route 340, is a five-lane state-maintained
11 arterial highway with high existing volumes, especially
12 during the peak hours.

13 And the study found the proposed site access,
14 we'll kind of go point by point of their study, on
15 Olive -- Olive Boulevard will consolidate those five
16 existing curb cuts into two. The new full access driveway
17 will be further away from the signal at Schulte, and will
18 have separate exit lanes for both left and right turn
19 movements. And the throat of the stacking lanes will be
20 about four to five cars.

21 The second curb cut on Olive will be a ride-out
22 only. It's an egress for the -- mainly for the exiting
23 car wash.

24 The current access on Schulte, as I mentioned
25 earlier, will be reduced to limit the north turns in --

1 northbound turns in from Schulte, and there is no access
2 proposed from Oak Lake Court.

3 The new Mobile is expected to have an increase
4 of on-site traffic, however, there is available capacity
5 on Olive, and based on the convenience-oriented use of
6 the -- and high traffic levels, much of this added traffic
7 will be captured trips from the existing flows and the
8 traffic already exist on Olive.

9 Those captured trips will add to the turns and
10 the site driveways, but will not increase the traffic
11 flows away from the site. Less out of the site directly
12 onto Olive will have, during those highest delay periods,
13 have the option to make a right onto Schulte and then
14 utilize the light onto Olive.

15 Some of the -- there are some signal timing
16 changes that can be made to accommodate the additional
17 traffic efficiency. And CBB has recommended potentially
18 even changing the left turn signal heads to have some
19 flashing yellow indicators, which will allow for larger
20 green turn -- green times on that Schulte left turn.

21 CBB also did recommend that we mark a pedestrian
22 crossing on the west leg of Olive Boulevard. And although
23 findings of impact did not require any modifications to
24 the existing intersection, the redevelopment, just by
25 planning prospectus, does propose an open space in the

1 area nearest Schulte and Olive, that could, in the
2 potential of a future right-of-way in the event it would
3 be needed for a future improvement of Schulte or Mary
4 Meadows intersection.

5 So the study itself has been reviewed by
6 St. Louis County and the City's third party consultant,
7 both of whom have concurred with findings. MoDOT has yet
8 to officially respond.

9 So the -- this redevelopment site area has been
10 in the works for, I think nearly ten years, honestly, with
11 various uses, all of which contemplated far more intense
12 multi-tenant type of developments.

13 We are thankful for the opportunity to seek your
14 favorable recommendation for the development. And we also
15 very much appreciate the City staff, current and former,
16 for meeting with this current design team and this current
17 proposal for well over a year now.

18 And it has really afforded us the opportunity
19 to -- to really listen, adjust, make some other, you know,
20 modifications to the proposal as we've gone along.

21 So with that, I'd be happy to answer any
22 questions. I understand the public hearing nature,
23 there's going to be some back and forth, but thank you for
24 your time.

25 CHAIRMAN KISTNER: Thank you.

1 Anybody have any questions right now for the
2 applicant before we hear from Jason?

3 Actually, you know what, I do have a -- sorry,
4 Jason.

5 Can I ask one question?

6 MR. JAGGI: I'll set up while you're asking the
7 question.

8 CHAIRMAN KISTNER: All right.

9 Could you give a little information about how
10 the -- the size of this location would compare to the one
11 in Olivette, for which I think a lot of people here are
12 familiar, including, you know, number of pumps, amount of
13 area, egress, that sort of thing?

14 MR. KAMP: Okay. The site itself is
15 considerably less.

16 I mean this is a -- from a site area and amount
17 of green space, this is -- this is larger in acreage,
18 total acreage of the tract that would normally house the
19 C-Store.

20 And as far as how it compares to the Olivette
21 store, it's the same footprint except the difference is,
22 at Olivette, instead of having the car wash stand alone,
23 all that internal circulation and everything, that car
24 wash is bolted to the back of the building.

25 So, but the equipment interior in that car wash

1 is very similar. The -- the offerings inside of the store
2 are very similar. The pump and the spacing is something
3 that we would continue, and that's something that's done
4 with a lot of new On the Run facilities, but it's similar
5 to Olivette.

6 CHAIRMAN KISTNER: So the -- the number of pumps
7 is the same?

8 MR. KAMP: Number of pumps at Olivette, we
9 have -- we have eight fueling islands. Here we have ten.

10 CHAIRMAN KISTNER: So it's, what, 20, 25 percent
11 bigger?

12 MR. KAMP: Yeah, 25 percent.

13 CHAIRMAN KISTNER: And square footage of the
14 convenience store?

15 MR. KAMP: C-store is the same, I believe.
16 Little bit smaller than Olivette.

17 CHAIRMAN KISTNER: Okay. Thank you.

18 MR. KAMP: Uh-huh.

19 MR. JAGGI: Good evening, Chair Kistner, Members
20 of Planning & Zoning Commission. Jason Jaggi, Director of
21 the Department of Community Development, on behalf of the
22 City of Creve Coeur.

23 I think Mr. Kamp provided you a good overview of
24 the project in terms of the specific aspects of the
25 development proposal, and how that project may -- may meet

1 with the City's Comprehensive Plan and City's Design
2 Guidelines.

3 I thought it might be beneficial for you to kind
4 of understand a little bit maybe of the context in terms
5 of what's being requested this evening on -- for you to
6 look at.

7 This is a rather complex proposal, and that
8 involves property that encompassed both City of Creve
9 Coeur, within our city limits, as well as the
10 unincorporated sections of Creve Coeur. And also these
11 properties have a mixture of zoning designations, both
12 inside the city limits, as well as within unincorporated
13 St. Louis County.

14 So I thought it might be beneficial to kind of
15 break down these various elements for you in a larger
16 scale.

17 And then I'm certainly available to answer any
18 questions you may have as we proceed through my
19 presentation or afterwards.

20 So what we -- what staff's approach to this
21 proposal, given the complexity, is we thought it would be
22 important for the Commission to look at this project
23 initially from a big picture standpoint. Namely, in terms
24 of, one, the rezoning, and, two, the -- the compliance
25 with the proposal as it relates to the Comprehensive

1 Plan's larger objectives for this area of the city.

2 So, as Mr. Kamp mentioned, this proposal does
3 include seven parcels. You can see here on the map,
4 although I don't think I have a pointer, unfortunately,
5 the red box does highlight seven. The project area, which
6 does contain seven parcels.

7 Thank you.

8 You can see here this is the -- the -- the
9 proposed development area. These are the residential uses
10 that are partially located in the city, and then partially
11 located in unincorporated county. The same holds true for
12 these properties that have a large degree of their
13 frontages within the City of Creve Coeur. But, again,
14 they're split with St. Louis County. So this boundary
15 here is the city/county limits, all this is county, all
16 this is city.

17 The applicant is proposing to rezone a portion
18 of this, and upon conclusion of the project, it would be
19 located on one consolidated lot. So all this would be
20 proposed to be consolidated into one lot that is also a
21 request that's in front of you this evening.

22 So in terms of the zoning overview, again, this
23 is the -- the applicant submitted this. I kind of touched
24 it up a little bit just to further educate you on some of
25 the -- the context in terms of the rezoning question

1 that's before you this evening.

2 You can see here these are the properties. This
3 is where the existing gas station sits on the existing
4 parcel.

5 And then you have the Creve Coeur portion to the
6 north is also zoned GC. These areas are right now
7 currently zoned GC as we stand today. The areas -- the
8 three parcels, as we move further west on Olive, are zoned
9 residential, although I believe there is some commercial
10 use in at least some of them, but they are zoned
11 residential right now.

12 As we move on the south side of Olive, this map
13 is a little out of date because it was pulled from our
14 website, which is not exactly current, but this is the
15 most current version, we actually have this area zoned GC
16 as well. This is the Masonic Temple that was subject to a
17 proposed use in association with the Goddard School. That
18 project actually never resulted, however, the zoning,
19 which was rezoning in conjunction with that development
20 application, remains. So this is zoned GC. This property
21 here. And then as we move further west, the actual
22 Goddard School location is also zoned GC.

23 So that gives you a little bit of the context in
24 terms of the zoning along this portion of Creve Coeur is
25 all GC, and this is all Single Family Residential through

1 here.

2 Based on that, you know, if you look at the GC
3 District in terms of the rezoning request, the purpose of
4 the GC District is to accommodate convenience retail
5 shopping and services and offices, which are freestanding
6 or part of a small scale planned commercial development,
7 which are compatible in scale and intensity of use with
8 adjacent residential uses. That is the purpose of the GC
9 District.

10 And as I just described, there has been some
11 history of rezoning some of these areas to the GC
12 District, based on development proposals that have come
13 forward, but -- to the City.

14 So, in regards to the rezoning, I would say
15 staff's, you know, and we touched on this in the staff
16 report, but we definitely understand the pattern of
17 rezoning some of these single families with frontages
18 along Olive. But we do have some concerns with, primarily
19 two things, with a rezoning request standing on its own.

20 One is we would -- with this proposal, we would
21 have this property here, which is 111 -- I'm sorry --
22 11147 Olive Boulevard. Right here. That would not be
23 subject to any rezoning. That would remain residential.

24 And then, obviously, we have the -- the
25 Woodshire properties, which are zoned residentials now,

1 but those are a little more consistent with -- with
2 Woodshire.

3 But this is one thing that we did notice if this
4 rezoning were to move forward, we would have kind of a
5 remnant parcel that would still have residential zoning,
6 which means what's the future of that property. It's a --
7 it's a bit of an unknown at this point.

8 But what we also -- when looking at rezoning, we
9 think it's important for the Commission to consider, you
10 know, when we rezone properties, what are we -- we -- what
11 are we rezoning it to, and what is the intent of the
12 district into which it would be rezoned.

13 And that's where I think we have some concerns
14 with this development proposal and the scale that it is
15 being presented this evening.

16 So to -- that -- that kind of touches base on
17 the rezoning aspect of it.

18 Specific to the development proposal, you have a
19 conditional use and a site development plan application
20 request, as well as a boundary or a subdivision plat that
21 would consolidate all the parcels.

22 Our 2002 Comprehensive Plan, which is our
23 existing Comprehensive Plan, this area falls within the
24 East Olive Corridor. This is an area that calls for small
25 businesses with residential character and substantial

1 green space and landscaping.

2 It also is part of the key area, a specific area
3 of the 2002 Plan called Area No. 2 in East Olive, which
4 also suggests that as this area redevelops, it shall
5 remain commercial with neighborhood-oriented commercial,
6 and it's also to maintain that compatibility with the
7 adjacent residential areas.

8 So in the staff report, which you have, and the
9 applicant has as well, we've identified nine segments of
10 the Comprehensive Plan, nine policies, and we evaluated
11 this project based on those nine policies.

12 I won't go into each one of those, but I'll just
13 try to summarize that for you this evening, and if you
14 have specific questions, we're available to respond to
15 those.

16 I also want to touch on, and the staff report
17 touches on the 2030 Comprehensive Plan, which is,
18 obviously, under development. It's been part of your
19 review for the last several months.

20 And in a nutshell, that plan, basically,
21 emphasizes the existing policies of the 2002 Plan, but
22 further those to -- to accentuate or to recommend
23 additional walkability within the district, but to,
24 essentially, remain neighborhood-oriented and service-type
25 businesses with the introduction of also multi-family as a

1 possibility.

2 Envision that the East Corridor could be part of
3 a larger rezoning in the future as well, based on a
4 implementation strategy of the plan, where, you know, this
5 area, if it were to proceed as -- as we're discussing is
6 on review, this area could be subject to a new zoning
7 potentially as an implementation measure.

8 So as we -- as I've described both of the -- the
9 Comprehensive Plans, the one official plan and then the
10 plan that we are under review, how does this application
11 comport to those ideals. How does it match up with that.

12 And this is where we have little bit of a
13 concern. One is, on a pro side, the -- the plan calls for
14 pedestrian amenities, landscape buffers adjacent to
15 residential areas. By and large, this application seems
16 to meet with that on -- on a bigger scale.

17 Also the plan calls for saving some mature trees
18 and incorporating that into a site plan. We think the
19 applicant has also done a good job with that as well.

20 But those are, you know, relatively minor
21 issues. Our larger issues, basically, boil down to the
22 scale and intensity of the proposal.

23 If you look at the Comprehensive Plan, it
24 clearly states that it's supposed to be compatible with
25 residential character of Olive Boulevard, calls for

1 smaller retail and service businesses that cater to
2 surrounding residences.

3 It also encourages residential design elements
4 to be incorporated as much as possible with proposals that
5 are in the commercial portion of the East Olive Corridor,
6 and it could be questioned as to whether this proposal
7 meets with the scale and intensity of uses of the
8 Comprehensive Plan, and one that respects the adjacent
9 residential areas.

10 In terms of Design Guidelines, we did not
11 prepare a detailed Design Guideline review for you at this
12 time based upon discussion of some of the larger issues,
13 but we did have a few concerns, and I'll just touch on
14 those just in general.

15 You know, the use of EIFS, the -- the kind of
16 corporate architecture look of the proposed submittal, as
17 well as it doesn't seem to incorporate some bit of a
18 residential design element that the Comp Plan seems to
19 call for.

20 Mr. Kamp addressed the traffic impact study. I
21 don't think staff has any other comments at this point.
22 You do have the CBB report. You also have the report from
23 GBA, which is the City's traffic consultant.

24 By and large there's some recommendations, but
25 those can be met, it appears, with the proposed project.

1 The staff -- the sound study as well, we did
2 receive that, and we haven't really analyzed that to a
3 great degree at this time, but we can certainly answer any
4 questions you may have regarding those two documents at
5 this time.

6 So in -- in regard to the -- to the motions you
7 do have, this -- this will be discussed, obviously, and
8 then you do have some motions that will need to be voted
9 upon separately, and we can assist in that as you move
10 further in the proceedings this evening.

11 I think I'll stop there, and if there's any
12 questions, I'd be happy to answer those at this time.

13 CHAIRMAN KISTNER: Anybody ready to -- have any
14 questions for Jason?

15 Yeah, I think if not, I'd like to hear from,
16 there's, obviously, a substantial amount of interest from,
17 I presume, the residents in the areas around. So I think
18 this would be a good time.

19 I don't have any speaker cards, so I think,
20 first of all, there were a few people who -- who did --
21 who were sworn in. I don't have a way of knowing who you
22 are who were sworn in, but if you could figure -- okay.
23 You raised your hand, you're up first.

24 MS. CHERYL RICHARDS: So do I need to talk --

25 CHAIRMAN KISTNER: No, you need to come forward.

1 MS. CHERYL RICHARDS: Okay.

2 CHAIRMAN KISTNER: If you've already been sworn
3 in.

4 MS. CHERYL RICHARDS: I was sworn.

5 CHAIRMAN KISTNER: Okay. Then if you could just
6 start with your name and address.

7 MS. CHERYL RICHARDS: I'm Cheryl Richards, and
8 my --

9 CHAIRMAN KISTNER: And just one second too.

10 Because we have -- especially because we have a
11 lot of people, we have a tradition of three minutes, so
12 I'm not -- I don't have a clock on me, but if everybody
13 could just be sort of cognizant of that as they're
14 talking.

15 MS. CHERYL RICHARDS: Okay. My name is Cheryl
16 Richards. I live at 842 Mary Meadows Lane.

17 And the issues that I just wanted to make sure
18 were addressed had to do with the traffic.

19 The first one is the whole issue of going
20 straight through that intersection with Mary Meadows,
21 because it's hard to do at this point. It said on page 23
22 in one of these things that it said de-facto right turn
23 lane to go onto Olive, and that is true.

24 If you're in the -- the lane, and you want to go
25 straight into Mary Meadows, cars honk at you because they

1 can't believe that anybody would actually want to go
2 straight. And I do not even try to go straight from Mary
3 Meadows through because of all the left turn -- turning
4 cars that it seems like it's too dangerous. So that's one
5 issue in terms of what -- how to address some of that.

6 The second issue is how to make sure that the
7 traffic is not going to go into the gas station from the
8 Schulte side.

9 We have a exit only sign on Mary Meadows for the
10 commercial strip that goes off of Mary Meadows, and people
11 are not following that at all. They go in when it's
12 convenient for them. And so I'm not quite sure how it is
13 that this is going to get enforced.

14 And the third thing that I was wondering about,
15 because we had gone through the issues with Walgreens and
16 Fifth Third Bank at the top of Mary Meadows and Olive, was
17 whether MoDOT is really going to agree to doing something
18 in terms of changing how much time is allocated in the
19 traffic lights for Olive.

20 I thought, historically, they were really not in
21 favor of reducing the time.

22 And right now with the cars that are turning
23 left from Schulte onto Olive, it's really dangerous if
24 you're making a right turn from Mary Meadows. There's now
25 a no right turn, so you're kind of turning right at the

1 same time as they're turning left, and it's really
2 complicated.

3 We are still training our young drivers on our
4 street to be very, very careful whenever they go out into
5 the Olive intersection.

6 I'm just kind of concerned about having more
7 traffic at that intersection.

8 That three minutes?

9 CHAIRMAN KISTNER: Thank you very much.

10 Yeah --

11 MS. CHERYL RICHARDS: Thank you.

12 CHAIRMAN KISTNER: -- that's wonderful. Thank
13 you.

14 We have a next speaker?

15 And have you been -- and start with your name
16 and address, please.

17 MR. MARK HUCK: My name is Mark Huck. I live at
18 906 Woodshire.

19 And, let's see, hold on. My property's right
20 here (witness indicating).

21 I guess just the first --

22 CHAIRMAN KISTNER: Just for the record, since --
23 your property that adjoins this property?

24 MR. MARK HUCK: Yes, it does.

25 CHAIRMAN KISTNER: Okay.

1 MR. MARK HUCK: My house sits right about here
2 (witness indicating).

3 Woodshire Lane is not shown here. It's just to
4 the west of the property.

5 A few points. I think it's -- was very well
6 noted that -- I really don't know how this development
7 fits within the spirit of the Comprehensive Plan as far as
8 small businesses with residential character. I mean it's
9 just a massive plot.

10 Secondly, of course, I think all of us on
11 Woodshire Lane are concerned about the additional traffic.
12 And especially for those who live towards the south end of
13 Woodshire Lane, there's, my guess is there's going to be
14 additional lights because of the gas pumps, the parking
15 lot, the area where the -- the vacuums are.

16 Additionally, there are three lanes wide of cars
17 that line up for the car wash, and, you know, as they're
18 turning and coming in, they're going to be shooting right
19 onto our property.

20 There was an elevation study, I guess, I don't
21 know if I would call it a study, when we met a couple of
22 months ago, the people from Mobile were -- had some
23 elevations done, but we really didn't get time to get into
24 what effect it would have on everybody, so that's just
25 another concern.

1 I guess, lastly, when you're trying to turn into
2 Woodshire Lane coming from the west, we have to rely on
3 the light at Schulte, and when the traffic is stopped by a
4 red light, then, typically, there's a number of cars
5 coming off of Schulte that are heading west. And a few
6 cars come out of the Mobile On the Run, so it can be quite
7 a bear sometimes trying to get into Woodshire Lane.

8 And I really -- I would guess they're doing this
9 because they anticipate having more cars coming in and
10 out, and I don't know how that's going to -- to help our
11 situation.

12 Additionally, where the existing entrances and
13 exits are to the Mobile, there -- the first one is set up,
14 and these are rough numbers based off of Google, 735 feet
15 before you can turn into the first entrance, and then
16 about 850 feet before you can turn into the second
17 entrance. So that means cars that are traveling eastbound
18 are starting to pull over into the center lane, which
19 means, of course, if you're trying to get out of
20 Woodshire, you can't because you have cars that are in the
21 left-hand lane heading east, and, of course, you can't
22 pull into the center lane, that's against the law to pull
23 into the center lane and then try to merge on to the
24 eastbound lanes.

25 So with the new proposal, when the traffic stops

1 here, of course, you're going to have people coming off of
2 Schulte, then you're going to have an exit that is going
3 to be 660 feet from Woodshire, then another one that's
4 going to be 340 feet. And I can just, you know, the
5 concern is there's going to be, as soon as traffic is
6 stopped here, there's going to be a constant flow of
7 people coming out of the Mobile Station and on Schulte
8 Road, and you're never going to be able to cross it, so.

9 I don't know how these studies are done, but,
10 you know, from a practical standpoint, those would be my
11 concerns as far as additional traffic.

12 CHAIRMAN KISTNER: Thank you very much.

13 MR. MARK HUCK: Thank you.

14 CHAIRMAN KISTNER: Do we have other residents?
15 People in the audience who wish to speak?

16 Come forth. And were you sworn in?

17 MR. ANDY VOSS: I was.

18 CHAIRMAN KISTNER: Okay. If you could start
19 with your name and address.

20 MR. ANDY VOSS: My name's Andy Voss. I live
21 down from Mark Huck on 910 Woodshire, which would be just
22 north of his property. I also have a parcel of land that
23 backs up close to this adjacent property.

24 You know, I think one thing I just want to
25 expand upon what Mark says, is if you look at what the

1 existing businesses are there today, we're taking a vast
2 jump from what that is. We're talking about businesses
3 that operate during normal business hours, where we would
4 have residents, the way they are now, with businesses
5 shutting down during the normal business hours. Here we
6 will have a gas station, as Mark stated, with lights,
7 traffic and sound beyond those normal business hours.

8 And I think that's something that definitely
9 needs to be taken into account when looking at this, as
10 you compare it to the surrounding residential areas.

11 The other part, I'd be interested to see where
12 some of the comparative numbers were drawn from, as far as
13 visits in the Mobile numbers to see if it's a similar
14 situated Mobile Station.

15 I think one of the reasons that they're looking
16 to expand upon this Mobile Station is to capture some of
17 the CityPlace traffic in the CityPlace, so my guess is
18 what you would see here is a significant jump in the
19 visitation.

20 Also, the comparisons on the number of things
21 that weren't discussed, things surrounding the -- the car
22 wash, the -- the number of vacuums and all of those type
23 of situations that actually increase the size of this plot
24 drastically.

25 And so in looking at all of that, I think the

1 number one thing -- and the other part I didn't see, I saw
2 a mention of a light study. I don't know that -- has that
3 been published or something that we could see as to the
4 results of that? And so I saw the traffic, and I saw the
5 sound, but how that light study, what the results of that
6 light study were, I -- I'd like to see those, if at all
7 possible.

8 MS. KELLY: They were on the City's website.

9 MR. ANDY VOSS: They were. Okay. Thank you.

10 CHAIRMAN KISTNER: Thank you very much.

11 Do we have other people?

12 We have a lot of interest -- we have a lot of
13 interest, but not necessarily speakers. Okay.

14 With that, I think it's -- are there any
15 questions that anyone here has for -- yes.

16 MR. ROVAK: I have one small one.

17 On the photo -- photometric study, which -- and
18 I did not look at that itself yet, usually what I see in
19 those are the levels of intensity as you go both
20 directions along the site.

21 Is there also, in terms of the selection of
22 light standards and fixtures, cut-off angles that are
23 going to preclude spillage of light, so that if you're
24 standing off from the site, you're not looking into bright
25 lights?

1 We've seen sites that have had good control of
2 the general lighting intensity, but bad control, and
3 they're not all -- not necessarily in Creve Coeur, but
4 others along Olive that I've seen that as you drive by,
5 you're looking into some very, very intense lighting.

6 MR. KAMP: Yeah.

7 MR. ROVAK: So that's one of the things I'd like
8 to ask.

9 MR. KAMP: Yeah, so you're right, on the
10 photometrics themselves, yeah, we -- we do comply with the
11 code that the -- the foot candles --

12 MR. ROVAK: Right.

13 MR. KAMP: -- as predicted and measured and all
14 that, so what -- the other thing we did, that Mr. Huck
15 actually talked about, we, and I showed you a video from
16 this -- this plan we did --

17 MR. ROVAK: Uh-huh.

18 MR. KAMP: -- we did some -- some looking at,
19 both along Oak Lake and Woodshire, and then we're
20 proposing this masonry wall -- or let's call it -- let's
21 call it the masonry fence, just to keep the terminology
22 correct.

23 MR. ROVAK: Uh-huh.

24 MR. KAMP: And that sits atop, actually, a
25 retaining wall as well.

1 So what we did is we -- we -- we modeled the top
2 of this wall to be such that along Oak Lake, as you do get
3 a small look into the site from back there, that you would
4 not be able to see the underside of the canopy.

5 MR. ROVAK: That's what I'm asking.

6 MR. KAMP: Right.

7 MR. ROVAK: So you got cut off -- these are cut
8 off --

9 MR. KAMP: Correct.

10 And then, additionally, we spent a good deal of
11 time in this car wash, which is not open 24 hours. It's
12 7 a.m. to 8 p.m. operation. We -- we really customized
13 the lighting to be only effective enough for security
14 concerns and -- and those types of things on those off
15 hours.

16 Additionally, the site configuration, the -- the
17 building itself is going to block this canopy from -- from
18 traversing west into the -- the Woodshire thing, and then
19 a fence continues all the way around to meet that building
20 as well.

21 MR. ROVAK: Okay. Thank you.

22 MR. KAMP: Uh-huh.

23 Oh, and, yeah, I'm sorry. And the headlight
24 part as well, as you're -- you're coming into the, you
25 know, pay station area, that -- that's there, is just

1 going to block, and -- and there's also a good amount of
2 grade difference --

3 MR. ROVAK: Uh-huh.

4 MR. KAMP: -- between the two, yeah.

5 MR. ROVAK: Okay. Thank you.

6 MS. SILVERMAN: How tall was that fence?

7 MR. KAMP: It's 6 to 8 feet. And as we further
8 refine that this particular masonry sound wall fence, it's
9 very -- it's like a stone facade-looking thing. We've
10 used it -- it's the same fence that's at the Olivette
11 facility. It can go up to 10 foot in height, so as we
12 start finalizing grades and getting into construction
13 documents, we're not limited at that 8 foot, we can -- if
14 there are areas that, you know, to prevent things like
15 seeing the underside of the canopy and those kind of
16 things, we can add to.

17 MR. SCHUH: But general and specific question,
18 and it may be better answered by staff, but if you have an
19 answer, I'm open to hearing it.

20 Any idea where the nearest gas stations are in
21 relation to the proposed site?

22 And then my question for staff is going to be
23 about the -- whether there's any averages per capita or
24 per square mileage about whether there's an average number
25 of gas stations per those -- per those measures?

1 MR. KAMP: Well, typically the, you know, I'll
2 take a stab, and, Jason, definitely, you know, if there's
3 particular statistics for Creve Coeur, but right now the
4 closest gas station is right here on the corner where
5 we're currently located.

6 There's one that -- that's Circle K, that's the
7 Shell. Going west, there's a facility right at Olive and
8 Ballas, and I'm sure you guys are familiar with how
9 challenging that can be to get in and out of, cause that
10 is a small parcel of property, so.

11 You know, and as far as locations of convenience
12 stores along, you know, a heavily traveled, probably one
13 of the larger arteries of the state route through the
14 community on Olive is logical place that, you know,
15 generally that's where they will locate.

16 And did that answer your question?

17 MR. SCHUH: How about per car washes?

18 MR. KAMP: Carwashes, in this particular --
19 well, in Olivette, it's -- you know, I don't know what --
20 they're a neighborhood use, so this is not -- this is not
21 a destination type of thing where you're going to get
22 people from all over the county going to this particular
23 car wash.

24 I mean this is a -- a neighborhood use. And
25 that's why, you know, we feel like this is still a strong

1 place to be. It serves the -- the significantly large
2 residential community immediately adjacent and behind,
3 across and up and down Olive. And so this is not like a
4 type of destination.

5 So as far as where they're located, and
6 especially the style, type, price points, all those
7 things, are really the demands of serving the demands of
8 the, you know, the community that's there, and that's how
9 it's kind of put together.

10 MR. MAGRUDER: I have a question.

11 MR. KAMP: Yes, sir.

12 MR. MAGRUDER: Has a study been done trying to
13 determine how -- what the traffic will be in and out of
14 the -- this particular site after it's built?

15 It's going to bring a lot more traffic than we
16 now see, I would imagine. Has a study been done?

17 MR. KAMP: Yes. And, actually, I'll let Lee
18 kind of address that.

19 MR. MAGRUDER: Okay.

20 MR. KAMP: If we want to talk about traffic for
21 a little bit, I can kind of get it pulled up here. Is
22 that --

23 CHAIRMAN KISTNER: So do we want to get into the
24 detail of traffic, or I think -- I think the first thing
25 for us to decide is there's sort of the -- the larger

1 issue of is -- is the -- the plan itself consistent --

2 MR. MAGRUDER: Oh, okay.

3 CHAIRMAN KISTNER: -- enough with our
4 Comprehensive Plan.

5 Is this -- do we want to get into the detail of
6 the building materials and the traffic and all that?

7 MR. MAGRUDER: I'll withdraw my question for
8 now.

9 CHAIRMAN KISTNER: Well, and I'm not suggesting
10 you need to.

11 MR. MAGRUDER: That's okay.

12 CHAIRMAN KISTNER: But my thought was that we
13 should address the -- the sort of that threshold question
14 of is this something that we want to work with, and kind
15 of, you know, get into that detail? Does it -- does it
16 meet the threshold criteria for something that -- that
17 fits, and that we want to, you know, consider and move
18 forward on?

19 MR. MAGRUDER: Okay. I have something on that
20 too.

21 2030 Comprehensive Plan we've been working on
22 for a year reads, "The vision of East Olive is to create a
23 walkable corridor of destination retail boutiques,
24 neighborhood services and small-scale restaurants and
25 attached townhomes and a low-density multi-family homes".

1 I don't see this -- this is the same thing at
2 all. So it doesn't feel like, to me, this fits where
3 we're trying to go in that area in the upcoming
4 Comprehensive Plan.

5 I sort of hate to think we spent all that time
6 on the Comprehensive Plan and ignore it.

7 MR. KAMP: I guess, you know, cause we -- in --
8 in looking through and going through the design challenges
9 of -- of the site, those are things that we considered as
10 well as that the -- the forward thinking Comprehensive
11 Plan, and that is why the expansive green space.

12 This is -- this is a neighborhood service that's
13 here now, and looking to modernize those service
14 offerings.

15 You know, going from a smaller site to allow for
16 that, the expansion to -- of those -- those services, and
17 increasing the ability for, you know, more modern
18 conveniences that you would find at that newer stations,
19 we feel like by providing like those pocket parcels,
20 expansive green spaces along that streetscape breaks up
21 some of that intensity and actually lets us have less
22 coverage, site coverage from a building perspective on the
23 overall site than exists now.

24 You know -- you know, architecturally, while,
25 you know, we do have residential elements within it like

1 the trellis over the connecting elements and things like
2 that, that start to tie in some of the residential, you
3 know, there -- there exist in the corridor like Scotsman's
4 and things like where they are commercial structures,
5 that's a community service and a community business that's
6 oriented to the committee -- or the community, so.

7 CHAIRMAN KISTNER: Anything else?

8 MR. ROVAK: What's -- quick question.

9 I looked for it, and maybe I overlooked it, but
10 didn't see it.

11 In the various site plans --

12 MR. KAMP: Uh-huh.

13 MR. ROVAK: -- say beginning with demo plan,
14 maybe you could expand on that. Is there one where the
15 proposed plan is superimposed on the existing site?

16 I was looking for it, and like I say, I may have
17 overlooked it, but that's -- sometime answers a lot of
18 these kinds of questions --

19 MR. KAMP: If I don't have it in this package, I
20 can -- I do not think that's included in your packet --

21 MR. ROVAK: Okay.

22 MR. KAMP: -- but I think I have something.

23 VOICE: Had it side by side --

24 MR. KAMP: I --

25 MR. ROVAK: Okay. That would be good.

1 VOICE: -- on the coverage slide.

2 MR. KAMP: Yeah. Well, I do also have this that
3 I can probably toggle back and forth on here.

4 So this is the -- the existing site. So you can
5 see this is kind of where the landscape business operates
6 now.

7 MR. ROVAK: Uh-huh.

8 MR. KAMP: This is a moving company type of
9 thing. The business operates here. There's a little
10 hatched area that's a deed restricted area, that's going
11 to remain as is and vegetated as is.

12 MR. ROVAK: Okay.

13 MR. KAMP: And then this is -- these are the
14 three houses, which are part in the county, part in the
15 city. And then this, of course, is the existing Mobile
16 station.

17 MR. ROVAK: That's the station and the car
18 wash --

19 MR. KAMP: Right.

20 MR. ROVAK: -- to the immediate west?

21 MR. KAMP: Right.

22 And this is then the proposed site.

23 So the -- the -- this building here is no closer
24 than -- than the residents are now.

25 And, actually, even from a grade perspective,

1 everything along here stays intact all the way up to the
2 edges of the fence, so that way we're preserving trees,
3 and then we're protecting with some -- a little bit of
4 topography changes, as well as the -- the additional wall
5 to -- to help further keep even Olive Boulevard noise
6 from -- from bleeding back through.

7 MR. ROVAK: All right. Thank you.

8 MR. KAMP: Uh-huh. Did that help?

9 MR. ROVAK: Yes, it does.

10 MR. KAMP: Okay.

11 MR. ROVAK: I think that's -- I think a lot of
12 these, particularly when we want to look at what the
13 impact is, I like to compare it with to what do we have
14 now and what direction does this take us.

15 MR. KAMP: Okay. Would it help if we -- we
16 provided a plan that kind of related it too for you?

17 CHAIRMAN KISTNER: I -- I mean not -- let's see
18 where we get to tonight.

19 MR. ROVAK: Okay.

20 CHAIRMAN KISTNER: So just for a comment from
21 myself, there was a paragraph in the staff report that
22 really struck me, and I want to -- I want to read it.

23 "Is staff's opinion that the proposal does not
24 meet with the significant elements of the Comprehensive
25 Plan, and does not create a compelling argument for action

1 inconsistent with the Comprehensive Plan, nor are there
2 public benefits unique to this project that substantially
3 justify the approval of the proposal as presented.

4 Further, the scale of the proposal is
5 inconsistent with the stated purposes of the GC District
6 that calls for small-scale neighborhood commercial
7 developments that is compatible in scale with the adjacent
8 residences and would leave a remnant parcel, which would
9 effectively prohibit any future redevelopment potential of
10 the property -- that property that fronts directly onto
11 Olive Boulevard located just west of the development."

12 For me, that -- that's a -- a pretty compelling
13 statement in the staff's findings. I think, for me,
14 personally, I -- I reached the same conclusion.

15 I would like -- that is that is so overarching,
16 I'd like to get some comment from -- from others on the
17 Commission whether or not you concur with that or not,
18 because if not, then there's a lot of other things to
19 discuss and continue on with.

20 But -- but to me, that's a pretty threshold
21 evaluation, and I'd like to see what other people think
22 about it.

23 MR. CARNEY: Yeah, I -- I agree with you there,
24 and I also agree with Mr. Magruder. We've been looking at
25 this East Olive Corridor for a year, and I think we're

1 actually maybe liberalizing things a little bit on that
2 corridor, but I don't think we're -- I think this is a
3 step too far.

4 I don't think we're talking about allowing
5 General Commercial development like you would have in the
6 GC District in this corridor.

7 So I don't think it -- it meets the old
8 guidelines, and I don't think it meets the new guidelines.

9 MR. MAGRUDER: Obviously, I feel the same way.

10 I want to say this though. I think Mobile did a
11 dynamite job in trying to put together something that was
12 well done, as beautiful as it is.

13 I just don't think it fits here is -- is my
14 issue because we're not -- the Comprehensive Plan isn't
15 looking at a gigantic thing like this, is the way I read
16 it, and so but I want to tell you, I thought that it
17 was -- it was very attractive. I just don't think it
18 fits.

19 MR. KAMP: And I appreciate. I mean I'm -- you
20 know, when I think intensity, I think of, you know, some
21 of those other uses, like multi-family, those kind of
22 things that are going to really have a significant amount
23 of site coverage or proposals that have made previously,
24 which are several multi-tenant buildings all stacked up
25 together with -- with parking and things like that.

1 And while, architecturally, maybe they'll have a
2 pitched roof or something like that, but the true
3 intensity in the site coverage, I feel, is not as
4 compatible with potentially what we're proposing and as
5 far as the open space and that feel, that it's more of a
6 park-like setting, and we have these uses that are needed
7 in a neighborhood and in a Commercial District that's
8 adjacent to neighborhoods.

9 You know, and from -- even from a building
10 scale, there's the front door of this particular corridor
11 opens up with the, you know, the Scotsman -- the Scotsman
12 Jewelry facility, which is a nice looking building, but it
13 definitely has commercial elements, and that's the front
14 door of this thing.

15 So I'm trying to help understand, you know, what
16 direction could -- could we head. I mean we -- we -- we
17 definitely envisioned adding this, not having another
18 user, not trying to do this plus a fast food or this plus
19 another sit-down restaurant or whatever, you know, part on
20 this development, but rather use that space to create some
21 of that open area in the -- the total effort of making it
22 a more neighborhood facility.

23 CHAIRMAN KISTNER: To me, any time you get to
24 that kind of scale and scope, you're talking about ten
25 times four -- is it forty pumps? Twenty --

1 MS. SILVERMAN: Ten pumps.

2 CHAIRMAN KISTNER: Or ten -- ten -- ten --

3 MR. KAMP: That would be --

4 MS. SILVERMAN: Twenty.

5 CHAIRMAN KISTNER: -- bays, twenty pumps.

6 MR. KAMP: That would be twenty fueling
7 locations.

8 CHAIRMAN KISTNER: Fueling locations.

9 MS. SILVERMAN: Uh-huh.

10 CHAIRMAN KISTNER: And that is way beyond local
11 residential. That is all about capturing traffic off of
12 Olive.

13 It's -- it's not -- it's not a residential
14 small-scale neighborhood commercial development when you
15 get to that kind of scale of -- of development.

16 So I don't think there's any way when you
17 combine seven pieces of property for a gas station,
18 convenience store and car wash, by definition, you have
19 gone outside of that kind of small-scale commercial
20 development that is envisioned in the -- and is defined in
21 the Commercial -- in the GC District, and is described in
22 both the current and the -- the Draft 2030 Comprehensive
23 Plan.

24 MR. KAMP: So when I'm hearing you speak of
25 scale, it's number of pumps.

1 Are there other elements besides the number of
2 pumps that -- that you could point to?

3 MS. HALL: Yes.

4 CHAIRMAN KISTNER: Uh-huh.

5 MS. HALL: Okay. So a couple things that I
6 noticed is like for the car wash, you're going to have
7 seventeen vacuum stations.

8 MR. KAMP: Yeah.

9 MS. HALL: I mean that's a lot.

10 MR. KAMP: So these are --

11 CHAIRMAN KISTNER: For the neighborhood.

12 MS. HALL: Right. And then --

13 MR. KAMP: Well, these are -- it's a free vacuum
14 service that's provided on the exit side.

15 MS. HALL: But it's seventeen. I mean I haven't
16 seen too many car wash gas stations that have seventeen.

17 And then twenty-seven canopy stacking lanes. I
18 guess for them to dry the cars, or whatever they're going
19 to do.

20 MR. KAMP: No, that's the entrance to the wash.
21 That's the queue for the --

22 CHAIRMAN KISTNER: Waiting.

23 MS. HALL: Oh, okay.

24 So just to support what we're thinking is a
25 large scale.

1 MR. KAMP: Okay.

2 MR. MAGRUDER: Larger scale meaning the number
3 of linear feet along Olive is probably tripled what we
4 have -- what we now see with the Mobile Station that's
5 there.

6 MS. SILVERMAN: I think it's not just the amount
7 of space that it's taking up, but also the amount -- I
8 mean I think we're also talking about in terms of, you
9 know, twenty-seven cars just being there to -- to -- to
10 wash, plus the seventeen that could be vacuuming, plus
11 there's, you know, twenty spots for gas, I mean that's
12 certainly more cars than are in the neighborhood -- or
13 maybe not in the neighborhood, but more cars that are
14 going to be utilizing that service in the neighborhood at
15 that time.

16 MS. HALL: So I just had one other question.

17 Does -- I notice this company, this energy
18 company that's -- that has this gas station, is there any
19 other gas station that they built like this that we can
20 reference this to --

21 MR. KAMP: So --

22 MS. HALL: -- to --

23 MR. KAMP: -- Arch Energy, is that what you're
24 speaking of?

25 MS. HALL: Yes.

1 MR. KAMP: Okay.

2 MS. HALL: Uh-huh.

3 MR. KAMP: That was one of the Wallis companies.

4 Wallis is a --

5 MS. HALL: Right. Okay.

6 MR. KAMP: -- family-owned business. They're
7 based in Cuba, Missouri.

8 MS. HALL: Okay.

9 MR. KAMP: And they -- they -- they are the
10 distributor, the wholesaler, for Mobile and BP Products
11 here in Eastern Missouri.

12 MS. HALL: Okay.

13 MR. KAMP: And they have about thirty-two
14 company-owned Mobile On the Run stores here.

15 MS. HALL: Okay.

16 MR. KAMP: Kind of the more recent ones are
17 Olivette, the one near the airport, which is a BP On the
18 Run.

19 And, yeah, so they've operated and developed
20 several.

21 MS. HALL: So, but do they have one that's this
22 size?

23 MR. KAMP: So this is -- as far as the store
24 itself, it's the same, it's about maybe a little bit
25 smaller than the Olivette store. That's -- that's kind of

1 mid block between -- same situation, only except mid block
2 between Lindbergh and I70 instead of Lindbergh and -- and
3 270.

4 MS. HALL: Okay. So this is the last question.

5 MR. KAMP: Uh-huh.

6 MS. HALL: Maybe this will kind of clear it up.

7 Okay. So at Olivette, how many vacuum stalls do
8 they have there?

9 MR. KAMP: So Olivette is a little bit offering
10 on the car wash side. It's bolted to the back and behind
11 they have carpet cleaners and -- and kind of vacuum
12 stations on the back side of it.

13 MS. HALL: Yes.

14 MR. KAMP: The offering itself for Briteworx is
15 similar to a standalone car wash facility that they have
16 on -- in Florissant off of North Lindbergh.

17 MS. HALL: Okay.

18 MR. KAMP: And they also have a -- an operating
19 Briteworx location in Columbia, Illinois.

20 MS. HALL: Okay. Okay.

21 MR. KAMP: And so --

22 MS. HALL: So this is kind of like the first
23 test run of a station of this capacity --

24 MR. KAMP: No --

25 MS. HALL: -- or do they have one?

1 MR. KAMP: -- I wouldn't -- I wouldn't say that
2 at all. It's, basically, two -- two successful business
3 units that -- that are under the Wallis umbrella, one
4 being Briteworx Car Wash and the other being the Mobile On
5 the Run facilities.

6 And rather than having a wash attached to the
7 building with the depth and trying to preserve some of
8 that -- that -- that -- that buffer yard behind, there's
9 just simply not enough depth to get that to work. So just
10 moving the wash over also provides for a much -- much
11 higher end offering from the car wash perspective than
12 that's -- than that's other places.

13 MS. HALL: Okay. Thank you.

14 CHAIRMAN KISTNER: So the -- there's 25 percent
15 more pumps.

16 I think you didn't answer about the -- the
17 vacuum station, so there are either none or a lot fewer
18 than the seventeen proposed here --

19 MR. KAMP: Yeah, it's a different thing, cause
20 they're a pay for use at the Olivette location, but at the
21 Florissant location, I think there are -- there are twelve
22 at the Florissant location currently, and there's fourteen
23 at the Columbia, Illinois location.

24 And those -- this is a free service, a part of
25 your -- your wash, so the use rate goes up a little higher

1 as -- as you offer it.

2 CHAIRMAN KISTNER: I'm sure it does.

3 MR. KAMP: The difference here compared to
4 Florissant Briteworx and the Columbia Briteworx is that
5 those vacuums are not individual vacuums themselves. This
6 is a centralized type of system. So the only thing that's
7 actually in the stalls where the vacuums are is just a
8 hose that -- that is then concealed within the
9 architecture, so it's not, you know, the big machine
10 that's sitting out at each of those stalls.

11 MR. SCHUH: Beth, I think I saw a couple of
12 audience members with their hands raised, if we're still
13 open for public comment.

14 CHAIRMAN KISTNER: We are. If people want to
15 come and be sworn in.

16 If you have something to say, you really have to
17 come up. We're in a public hearing, so it has to be
18 recorded. So if anybody wants to come up and speak, just
19 please do so. Just a quick swearing in, and give us your
20 comments.

21 MR. KAMP: This is Mary --

22 (The speaker was sworn in by the court
23 reporter.)

24 MR. KAMP: So Mary's our landscape --

25 CHAIRMAN KISTNER: Start with -- let her give

1 her name and address.

2 MS. MARY DEWEESE: My name is Mary Deweese, and
3 I am the landscape architect on this project.

4 And I just wanted to clarify. There's been a
5 few questions about the scale of the site, and I think
6 that's different from the conversation you're having about
7 maybe the scale of -- the number of vacuums.

8 The scale of the site consolidating all of those
9 parcels is actually a huge benefit to the residential
10 scale of the project because the buildings themselves are
11 still regular gas station size, but they're put on a huge
12 parcel, so that there's so much protected. There's --
13 there's a third of an acre of woods that aren't even
14 touched behind this. There's the park area in front.

15 So you can't have a business with a lot of green
16 space and existing trees and those beautiful trees without
17 expanding the actual parcel to make room for all the
18 landscape.

19 That's all.

20 CHAIRMAN KISTNER: Thank you.

21 I'll -- I'll -- I know you've already been up
22 here to speak, but I'll bring you back one more time.

23 MR. ANDY VOSS: Again, my name is Andy Voss at
24 910 Woodshire.

25 You know, just listening to some of the -- the

1 rebuttals or back and forth and the discussion points, I
2 mean I've heard a lot about green space on this site plan.

3 I mean to me, all I keep hearing is you can
4 dress this up any way you want, but it doesn't change the
5 purpose of this site and this plan.

6 The fact that a gas station has green space on
7 it does not change the functional use as in comparison to
8 what you've described to us here tonight as what the plan
9 is going forward.

10 I've also taken a look in a short time at some
11 of the comparison gas stations that they've eluded to.

12 One of them is on Highway 67 in Florissant.
13 We're talking about things that are not sitting and
14 surrounded by residential plans.

15 So I don't think that those reference points are
16 accurate as things to use when we're discussing this.

17 Thank you.

18 CHAIRMAN KISTNER: Thank you.

19 MR. MAGRUDER: Thank you.

20 MR. KAMP: Just one quick point of
21 clarification.

22 Highway 67 is North Lindbergh, just like this is
23 Highway 340 and it's Olive Boulevard.

24 And actually the one in Florissant is -- does
25 have residents immediately behind it. And we worked with

1 them in the same capacity.

2 I just want to make sure that we're on the same
3 page.

4 CHAIRMAN KISTNER: Thank you.

5 MR. KAMP: And -- and I think Mr. Voss' point is
6 correct, I mean we are providing this green space, and I
7 think it's in lieu of these uses crammed in a smaller site
8 with additional uses there, or replacing the car wash with
9 a multi-tenant building.

10 I mean the, you know, I think it's a blessing
11 for the community to have such high property values, but I
12 think the reality is is for -- for this project to be
13 revitalized in this area of Olive to be revitalized at
14 some point, it's going to take some wherewithal for that
15 person who would redevelop it to invest in something that
16 makes sense for the return, makes sense for the community
17 and still meets all the other merits of the Design
18 Guidelines and Comprehensive Plan.

19 But finding that use, you know, has left this
20 project and this site area, whether it be the Mobile or --
21 or previous, you know, developments, it's left this with
22 just the, you know, obsolete structures that are there
23 today.

24 So I mean I would encourage that -- I would love
25 the opportunity to continue to hear the dialogue about

1 what is -- what is making the intensity and hearing that,
2 so we can have the opportunity to kind of absorb that and
3 see if there are still additional tweaks we can make to
4 that plan to lower that -- this perceived intensity and
5 things like that.

6 CHAIRMAN KISTNER: Thank you.

7 I think at this point we -- if there is no new
8 information to take in or questions to be asked, that we
9 will close the public hearing and continue our discussion
10 and debate.

11 Mr. Lumley.

12 MR. LUMLEY: I offer the following exhibits into
13 the record of this public hearing: Documentation in
14 possession of the city clerk reflecting public notice, the
15 staff's report, the application and materials presented
16 this evening by the applicant, the City's Code of
17 Ordinances and Charter, City Comprehensive Plan and the
18 public file regarding the application.

19 CHAIRMAN KISTNER: The hearing is closed.

20 (The public hearing was closed at 7:39 p.m.)
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25

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

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

Deborah K. McLaughlin

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

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Whitney Kelly <wkelly@crevecoeurmo.gov>

#16-031 For The Rezoning Of 11109-11141 Olive Blvd for Mobil On The Run, meeting Dec.5, 2016

Bill Halliburton <billhfs@sbcglobal.net>

Mon, Nov 28, 2016 at 1:22 PM

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

Dear Concerned City Officials:

I received the Notice Of Public Hearing, Application to Planning and Zoning Commission for the rezoning and conditional use permit for 11109-11141 Olive Blvd. and 11100-11114 Oak Lake Ct., currently Zoned GC General Commercial and C Single Family Residential to be held December 5th, 2016.

Reading the Key Issues, the request does not integrate with the existing surrounding uses. Were this to be approved, i would become the next door neighbor to the project, and be the only remaining residence in the block at 11147 Olive Blvd. I would have a residence next door to a very large and bright service station-car wash-and possible Quick Mart.

It this seems to advance I will study Section 405.210; Regulation of Uses, Table A.,
Section 405.360 GC-General Core Business District,
Section 405.470 Conditional Uses,
Section 405-1060 Zoning Changes and Text Amendments.

Obviously, this does not give me a sense of well being. I would be the 'proverbial lonely petunia in an onion patch', and all I'd do is cry all day.

Thank you for sending the information.

Sincerely,

Bill Halliburton

11147 Olive Blvd.

Creve Coeur, Mo. 63141-7650

Attachment: Public Comments from December 5, 2016 Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

PLANNING DEPT.

DEC 1 2016

November 30, 2016

To the members of the Creve Coeur Planning and Zoning Commission:

My name is Joan Althaus. I reside at 11107 Oak Lake Court in the residence into which my husband and I and three young children moved fifty five years ago. We looked at numerous properties before selecting this house. It was well constructed by a local builder but the main reason we chose to live here was the quiet location and the safety that living on a cul de sac provided.

When the rest of the houses on the cul de sac were completed, the 11 houses were occupied by professional people with children similar in age, There would be 13 children who would line up at Oak Lake Court and Schulte Road to await the school bus which would take them to Weber School (now Creve Coeur City Hall). The children played together and enjoyed the safety of very little traffic on our little street. The families knew one another and enjoyed neighborhood picnics in our backyards. Of course the scene has changed over the years as the children grew up and the ownership of the properties changed. We now have families with pre school children who enjoy the safety that the cul de sac provides as they walk with their children and pets in the street. There are no sidewalks. It is presently a safe, quiet environment for those families and their children.

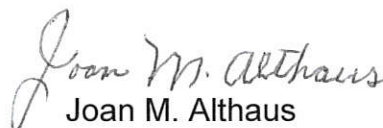
If the Mobil on the Run is approved, this will no longer be the safe, quiet street now being enjoyed by those families who chose to live here.

I have several concerns, my main one being the traffic that such an expanded operation would generate and its effect on Oak Lake Court. Even now there are times when the traffic on Schulte Road is so heavy it is difficult to exit Oak Lake Court. There are accesses to the present Mobil Station and the Shell station opposite each other on Schulte Road which also presents a traffic problem and will only intensify. Even now, I often have cars turning around in my drive.

I have some other concerns and I hope that it will remain a requirement that there will be no access to the expanded facility from Oak Lake Court.

If the expansion is approved, there would be a need for a place for the workmen to park. I request that it be a contingent that a place be provided and that they be prevented from parking on Oak Lake Court.

Although my property is located in the unincorporated county, I have always aligned myself with Creve Coeur and put much effort into working for the betterment of the community.


Joan M. Althaus
Creve Coeur Squire

314 872 7922

Attachment: Public Comments from December 5, 2016 Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG, CUP, SDP)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Application #16-031 Rezoning for Mobil on the Run

Bill Halliburton <billhfs@sbcglobal.net>

Wed, Apr 19, 2017 at 1:56 PM

To: Jason Jaggi <jjaggi@crevecoeurmo.gov>, Whitney Kelly <wkelly@crevecoeurmo.gov>, bglantz@ci.creve-coeur.mo.us, jfaron@crevecoeurmo.gov, atravers@crevecoeurmo.gov

Dear Concerned Creve Coeur Administrators:

I own the single family residence at 11147 Olive Blvd. I have owned this home since 1972.

11127-11135-11141 Olive are residences too, and office several commercial enterprises, and have so for many years, as I am sure you are aware.

11141 is used as dormitory housing for employees that are here for the landscaping season each year and are employed by Quiet Village Landscaping Co., which offices at 11135 Olive Blvd., along with other commercial enterprises. This has existed for years, though I am aware that Quiet Village has acquired property to move to North of Creve Coeur. 11127 Olive contains commercial enterprises also.

Were the rezoning to take place, I would be the only residence left in this block of homes. I would be between the Mobil complex, and the houses on Woodshire Lane. This would not be desirable at all, nor a desirable situation to be in.

I ask that you not approve this rezoning as my residence would not integrate with the existing surrounding uses.

I would certainly be "lonely" on Olive, and essentially have a depreciated property.

Please pass this on to the Planning and Zoning Commission Members;

Beth Kistner, Chair

Gene Rovak

Tim Carney

Heather Silverman

Matthew Schuh

Muriel Hall

Donald Magruder

Thank you for your help,

Sincerely,

Bill Halliburton

11147 Olive Blvd.

(314)567-4163

fax- (314)567-3729

e-mail- billhfs@sbcglobal.net

Attachment: Public Comments from the April 2017 Council Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



Whitney Kelly <wkelly@crevecoeurmo.gov>

18 pictures for you

1 message

william k Halliburton <billhfs22@gmail.com>
To: wkelly@crevecoeurmo.gov

Wed, Apr 19, 2017 at 2:32 PM

11127-11135-11141 Olive, all residential.

You have been sent 18 pictures.

DSCN2641.JPG
DSCN2642.JPG
DSCN2643.JPG
DSCN2644.JPG
DSCN2645.JPG
DSCN2646.JPG
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DSCN2657.JPG
DSCN2658.JPG

These pictures were sent with Picasa, from Google.
Try it out here: <http://picasa.google.com/>

18 attachments



DSCN2641.JPG
82K



DSCN2642.JPG
79K

Attachment: Public Comments from the April 2017 Council Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)





















Jason Jaggi <jjaggi@crevecoeurmo.gov>

Mobil on the Run applicatin resurrected after withdrawal?

1 message

L R <lrezny@hotmail.com>

Mon, Apr 24, 2017 at 2:30 PM

To: "mayor-council@crevecoeurmo.gov" <mayor-council@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>

Concerning the Mobil on the Run application: On Dec 5, the Rezoning, was unanimously denied by Planning and Zoning, then boundary adjustment and Conditional Use permit were unanimously denied,. Finally the Site Plan was unanimously denied. Obviously the plan needs significant work.

It could have gone to Council in that form the next week, but it was WITHDRAWN, not postponed, by the lawyer a few days later. It was withdrawn, not by an inexperienced person, but by the well paid lawyer of the substantial and experienced Wallis company.

Since it was withdrawn, the SAME plan should not have come back for a year.

Why is it here now?

The lawyer did what he did, and then he died of a heart problem, not dementia.

A NEW application could be filed NOW if it had SIGNIFICANT changes. This plan clearly needs significant changes. Given the withdrawal, if they just want to do some nice, but minor, changes, they should have to wait the year the withdrawal requires.

Let them know as soon as they make a NEW plan that is consistent with the Comprehensive Plan and the neighborhood they should come back.

Attachment: Public Comments from the April 2017 Council Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



Jason Jaggi <jjaggi@crevecoeurmo.gov>

Problems with Left turns on N bound Schulte and a Solution

1 message

L R <lrezny@hotmail.com>

Mon, Apr 24, 2017 at 4:48 PM

To: "mayor-council@crevecoeurmo.gov" <mayor-council@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>

Last week I was headed W on Olive in front of Trader Joe's when a car traveling E on Olive made a fast U turn in front of me and turned into McDonald's.

Note that the No Left into McDonald's has been the case for years, but there are always people who do not know this and do stupid and/or illegal things.

It is best to make the road simple enough that they are not tempted.

In the case of the Mobil redo, it is proposed to forbid a left turn into the station from N bound Schulte. The station can be approached from the

W in which case you CAN make a left turn in the middle of Olive. But the Olive is busy and you might think it safer to use the light at Schulte to make a left and

use Schulte to enter, at which point you would be denied a Left in.

If you were approaching from the E there would no direction on Olive that you should drive past the pumps and enter from Olive. The shorter route to the pumps

is a Right onto Schulte, where only then you find you are denied the Left into the Mobil.

Now a portion of the people from the W or E on Olive have a dilemma. No Left into the Mobil.

They might miss seeing the NO LEFT sign and turn in the out,

or they might see the sign and make a U turn on Schulte if traffic is light,

or they might turn into the Shell on the right, interfering with the circulation and exiting at Shell,

or they might proceed down Schulte to the next best spot, Oak Lake, where you turn Left and find the first driveway, Joans at 11107,

or the drive at 11115, home of a preschooler.

Hopefully they would notice the playground in the front yard at 11121 and avoid that drive way.

Maybe they are polite, not wanting to use someones drive and go to the circle at the end to turn and retrace their drive past the children's yards twice.

Now these children will not always be small, in a few years they will be older and want to play in the previously quiet circle at the end of their own street.

Attachment: Public Comments from the April 2017 Council Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Will it be safe?

Possible solution, using part of the Mobil land to widen this stretch of Schulte to put a N bound Left turn lane on Schulte to queue the cars waiting to turn left into the Mobile.

Attachment: Public Comments from the April 2017 Council Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



Jason Jaggi <jjaggi@crevecoeurmo.gov>

Questions about noise from the proposed Mobil on the Run

1 message

L R <lrezny@hotmail.com>

Mon, Apr 24, 2017 at 4:57 PM

To: "mayor-council@crevecoeurmo.gov" <mayor-council@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>

Questions about noise from the proposed Mobil on the Run

The noise study only looked at the noise from the entrance, not the exit with the dryers on the Olive side.

It says the dryers would be very noisy, 95-100 dBA, but that the street noise would cover it.

May be true, but that assumes that the street is uniformly noisy. When the background street noise abated, like in the evenings and on the weekend, there would be the 100dBA of dryer noise ft 70 or 75 from the property line. What will be the noise at the property line at 11147 Olive ?

Is there a masonry wall on that side?

Is there any study of the noise from the **10** vacuums ?

Why are these question coming to Council? Ans: This project was rejected and is not ready for prime time.

Attachment: Public Comments from the April 2017 Council Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



Jason Jaggi <jjaggi@crevecoeurmo.gov>

Widening Schulte and good plan design

1 message

L R <lrezny@hotmail.com>

Mon, Apr 24, 2017 at 4:09 PM

To: "mayor-council@crevecoeurmo.gov" <mayor-council@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>

Schulte needs to be moved a bit to the West EVENTUALLY to align with Mary Meadows. It is not an emergency.

The current plan for the Mobil on the Run forbids Left turn from N bound Schulte. Experts have said that would be hard to enforce. You will get examples of the problems that not allowing Lefts will cause elsewhere later.

If more business is attracted to the NW corner of Schulte and Olive, Schulte needs to be widened at Olive to allow a lane for the N bound left turners.

Is not clear to me who is responsible for the County road, Schulte, at an intersection in Creve Coeur, but currently government bodies ask the owner or developer to do this kind of infrastructure when they redevelop. It may be the responsibility of St Louis County, or of Creve Coeur, and will have to be coordinated with MODOT as Olive is a State road.

Paying for the infrastructure is part of the cost of development. It is not a bribe to allow bad design. It is part of cost of allowing good design, especially when the need for the infrastructure is not urgent. The only reason the issue is coming up now is that the owner wants to redo the property and that changes the handling of the Left turns N bound on Schulte.

Creve Coeur needs to take this opportunity to fix Schulte if Mobil is asking for an opportunity to fix their property. Just be careful not to make the infrastructure changes that redeveloping Mobil would require an excuse to accept bad design on the Mobil property.

If Mobil wants to redevelop this infrastructure change needs to be brought up early on.

Attachment: Public Comments from the April 2017 Council Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

RECEIVED

NOV 27 2017

PLANNING DEPT.

11107 Oak Lake Court
St Louis Mo 63146
November 14, 2017

6.1.t

To the members of the Creve Coeur Planning and Zoning Commission:

(copy of)

I am enclosing a letter that I sent a year ago as the composition of the commission may have changed since my November 30, 2016 letter.

My concerns remain the same except now my concern regarding added traffic has intensified. I've observed much more traffic on Schulte Road now that industry has increased in the West Port area. The employees are using Schulte (and also Craig) as means of reaching Olive Street Road.

Schulte Road presents many hazards. It is narrow...there are no sidewalks and there are ditches along the sides of the street so that pedestrians are walking in the street, or running in the street. The area surrounding Schulte Road has been designated as a Naturally Occurring Retirement Community, so there are numerous retirees using the street.

The intersection of Schulte and Olive is at present time hazardous and would become more so with added traffic.

I do not use the intersection as frequently as my neighbors who travel that route to and from work, but this is what I recently encountered:

I was on Schulte, making my left turn, and after completing it, I signaled to pull to the right lane and there was a car right beside me that had made a left turn from the right turn lane.

A few days later, I am again in the left turn lane and the driver of the car in front of me grew impatient waiting for the light to turn, so he made a right turn from the left turn lane, went a short distance, made a U turn and was able to travel east without a delay..

Those were just hazards that I've encountered recently with that intersection of Schulte and Olive and I don't travel it that frequently... I'm certain that there have been many other such occurrences.

Every meeting I've attended and every discussion I've had, the problem of increased traffic is of great concern to all, as it should be. I'm wondering what solution is proposed for providing a safe flow of traffic if this proposed Mobil on the Run is permitted.

We do at times, have cars using the cul de sac as their turn round when the drivers encounter difficulty exiting or entering one of the existing gas stations.. We do have families with young children residing on Oak Lake Court and that presents a hazard.

I note from signs that there is a Water Way that may be proposed within a block of Schulte...no excuse for dirty cars.

Joan M. Althaus
Joan M. Althaus 314 872 7922

Encl.

Attachment: Public Comment received for the December 4, 2017 Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG, CUP, SDP)

COPY

To the members of the Creve Coeur Planning and Zoning Commission:

My name is Joan Althaus. I reside at 11107 Oak Lake Court in the residence into which my husband and I and three young children moved fifty five years ago. We looked at numerous properties before selecting this house. It was well constructed by a local builder but the main reason we chose to live here was the quiet location and the safety that living on a cul de sac provided.

When the rest of the houses on the cul de sac were completed, the 11 houses were occupied by professional people with children similar in age, There would be 13 children who would line up at Oak Lake Court and Schulte Road to await the school bus which would take them to Weber School (now Creve Coeur City Hall). The children played together and enjoyed the safety of very little traffic on our little street. The families knew one another and enjoyed neighborhood picnics in our backyards. Of course the scene has changed over the years as the children grew up and the ownership of the properties changed. We now have families with pre school children who enjoy the safety that the cul de sac provides as they walk with their children and pets in the street. There are no sidewalks. It is presently a safe, quiet environment for those families and their children.

If the Mobil on the Run is approved, this will no longer be the safe, quiet street now being enjoyed by those families who chose to live here.

I have several concerns, my main one being the traffic that such an expanded operation would generate and its effect on Oak Lake Court. Even now there are times when the traffic on Schulte Road is so heavy it is difficult to exit Oak Lake Court. There are accesses to the present Mobil Station and the Shell station opposite each other on Schulte Road which also presents a traffic problem and will only intensify. Even now, I often have cars turning around in my drive.

I have some other concerns and I hope that it will remain a requirement that there will be no access to the expanded facility from Oak Lake Court.

If the expansion is approved, there would be a need for a place for the workmen to park. I request that it be a contingent that a place be provided and that they be prevented from parking on Oak Lake Court.

Although my property is located in the unincorporated county, I have always aligned myself with Creve Coeur and put much effort into working for the betterment of the community.

Joan M. Althaus
Creve Coeur Squire

314 872 7922



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Proposed Mobil-on-the-Run Gas Station and Brite Worx Car Wash @ Olive/Schulte

1 message

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

Mon, Nov 13, 2017 at 8:35 AM

Please include in the packet material for the Mobil on the Run and car wash application.

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

From: **Joseph Piotrowicz** <piotrowicz4@yahoo.com>

Date: Sun, Nov 12, 2017 at 2:07 PM

Subject: Proposed Mobil-on-the-Run Gas Station and Brite Worx Car Wash @ Olive/Schulte

To: Jason Jaggi <jjaggi@crevecoeurmo.gov>, "gchoate@stlouisco.com" <gchoate@stlouisco.com>

Cc: Jason Jaggi <jjaggi@ci.creve-coeur.mo.us>, Scott Saunders <ssaunders@ci.creve-coeur.mo.us>, "spage@stlouisco.com" <spage@stlouisco.com>, "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>, "sbaseley@crevecoeurmo.gov" <sbaseley@crevecoeurmo.gov>, Joseph Piotrowicz <piotrowicz4@yahoo.com>

Jason/Gail,

My wife, Jill, and I live on Pam Lane, which will be directly behind and downhill from the proposed giant Mobil gas station and Car Wash. We have a few concerns/comments that we were hoping that is being considered by Creve Coeur and St. Louis County during this proposal process. Please send this email to others (council members, alderpersons, etc.) who have any impact on denying/approving the proposed giant gas station development at Olive/Schulte.

Creve Coeur East Olive Corridor Neighborhood Commercial District

1. From the Creve Coeur Comprehensive Plan on page 88: 'The Vision for East Olive is to create a walkable corridor of destination retail boutiques, neighborhood service businesses, small-scale restaurants, attached townhomes, and low-density multi-family homes and single family homes. Development of the East Olive corridor should encourage pedestrian access from adjacent neighborhoods and prioritize walkability between neighboring lots while accommodating car access and easy parking.'
2. Besides the obvious that a giant car wash and gas station not fitting anywhere in that description, I hope the following concerns further discourage you from approving the plan presented for the Mobil-on-the-Run and Briteworx car wash.

Sewer/Storm Drainage

1. The proposed plan for the site includes a SWM BMP very near the residential homes behind the site. What is the plan of action to control possible odors created by the SWM BMP?
2. It looks like all of the storm water from the proposed site is to drains to the proposed SWM BMP. What happens to the rainwater from the site if the rainstorm overwhelms the SWM BMP? Where does the overflow go?
3. It looks like the sewer waste from the site will be added to the current system used by the Oak Lake Court residences and the Pam Lane homes. Has anyone reached out to MSD to see if the current system can handle the new output from the proposed waste? If so, can we be provided with MSD's response? Our understanding is the that sewer system in this watershed is old and already has issues with its current usage amounts. During and after heavy rainstorms we can even smell sewage in our backyards. Also, the current storm system drains from Oak Lake Court directly to the backyards of the Oak Lake Court and Pam Lane residences as an underground storm drainage system does not currently exist. What has MSD communicated regarding this proposal and can we obtain a copy of MSD's feedback/report?

Noise Pollution

1. It appears that the car wash house is now proposed to be parallel to Olive instead of diagonally and facing Mary Meadows residences. This appears to have solved on problem and has created others: 1) The vehicles are stacking up the NW corner to pay and wait to get into the car wash. 2) Vehicles make lots noise (engines/exhaust/loud music). 3) We assume the 9 vacuum stations will actually have 18 vacuums and serve two parking spaces a piece. 4) The 18 vacuums will be between the car wash building and the residences. A lot of the noise will be blocked by and bounced off of the car Building and back into the residential neighborhood. 5) Three residential homes and many trees on the south side of Oak Lake Court currently act as a buffer between the current gas station. The three residential homes will be demolished and a lot of the trees will be cut down with the newer gas station foot print moving even closer to the Oak Lake Court and Pam Lane residences. 6) The terrain behind the site leads down into a valley which is located behind the Pam Lane and Oak Lake Courts.
2. Taking the SIX factors mentioned here into account, the new gas station will have huge negative impact on the noise level in the neighborhood behind the proposed giant gas station and car wash as the noise will be naturally funneled down into the valley.

Light Pollution

1. The new site plan includes several buildings, light posts and accounts for large amount of vehicular traffic. Taking into account 1) the removal of the three residential homes on Oak Lake Court, 2) the removal of many trees, 3) the site plan is closer to current existing occupied residential homes than ever before, 4) the terrain is a valley with the bright lights of the gas station/car wash at the top of the hill and the residential homes all downhill.
2. Taking the FOUR factors mentioned above into account, the great amount of increased light pollution will have a huge negative impact on the residential homes.

Traffic

1. From Olive, the new site plan calls for one entrance and that is located on north side of Olive and very close to the Schulte intersection. This creates traffic issues on a curve of busy Olive for the customers of the gas station/car wash AND for drivers heading eastbound Olive and looking to turn left onto Schulte. This adds a great deal of danger to an already dangerous intersection.
2. Drivers traveling northbound on Schulte cannot turn into Mobil. This will lead to 2 very unwanted things: 1) Drivers will still try to illegally enter the new site and will most likely cause accidents and traffic/delays. 2) Drivers will turn around on residential driveways on Schulte, Oak Lake Court or Pam Lane.
3. From Mobil, customers exiting onto Schulte, are allowed to turn left-northbound onto Schulte. Why? This is already danger at the current site and a larger customer base would make navigation of this tight intersection even worse.
4. Simply put, the Olive/Schulte intersection cannot handle this site plan.

Previous Residential Comments/Requests Ignored

At December meeting with the surrounding residences, we asked for some considerations and were also provided information that has now changed.

1. The fence on the north side of the property was 8 foot tall and we asked for the design team to make it taller. However, it looks like the fence is now 6 foot tall. Considering the elevation of the light/noise pollution sources and the downhill terrain towards the surrounding residential homes, this is no way helpful in blocking the light/noise pollution and is worse than the initial plan.
2. We asked if a litter control plan would be considered and have not heard back. Is there a plan for one, and, if so, what are the details? Consider the trash that accumulates from the smaller gas station, we can only imagine it will only get worse. We can't even get the current Shell gas station owners to clean up the trash-filled empty lot they own just north of their gas station.
3. We asked if the dumpsters and cooking vents for the prepared foods could be moved as close to Schulte as possible and away from the residential homes to reduce noise and smell pollutions. After reviewing the plans, it does not look like either requests were met.

Olive/Graeser A Better Gas Station/Car Wash Station

1. Waterway looking into the site at Olive/Graeser appears to be a way better site for a giant car wash/gas station: 1) the terrain is mostly flat, 2) the intersection has already been updated/enlarged and can handle the traffic for this kind of business, and 3) residential homes are further away from the site and are not being removed as part of the plan.
2. Since this is better, why would Creve Coeur need another giant gas station/car wash, in a location that doesn't work, and very near an existing Shell gas station/car wash.

Re-Zoned

1. Have all of the residential home on Oak Lake Court been re-zoned from residential to commercial?

Thank you for taking the time to read and respond to this email,
Joe Piotrowicz
[11116 Pam Lane](#)
[St. Louis, MO 63146](#)
[H: 314-989-1412](#)

--
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>

Mobil On The Run- November 20, 2017 P&Z

Bill Halliburton <billhfs@sbcglobal.net>

Thu, Nov 16, 2017 at 3:14 PM

To: barry glantz <bglantz@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>, Whitney Kelly <wkelly@crevecoeurmo.gov>, Alexis Travers <atravers@crevecoeurmo.gov>, jfaron@crevecoeurmo.gov

Dear Concerned City Leaders:

I received the NOTICE OF PUBLIC HEARING and again see that the rezone is for all the 11000 block of Olive, except my residence at 11147 Olive. I am not delighted about being the only home left in the block, as I had suggested to you all in a prior e-mail.

I have sent pictures of all the house on the block, and will repeat sending them today. None of the houses are now or have for many years been in compliance with the City Master Zoning Plans, and obviously are still not.

I owned 902 Woodshire for many years, and coincidentally had Mr. and Mrs. Magruder as rental tenants for a couple of years. Their home was being renovated further down on Woodshire. The whole of Woodshire Lane was not then part of Creve Coeur. I assume that now it is, as Mr. Magruder is on P&Z.

11141 Olive, next door to me acts as housing for the employees of the Lawn Care Service that was housed in the next house East for many years. It still has the residents, who are not a problem for me, but being residential, unlicensed automobiles in the front and rear yards is a bit of a stretch.

I am against the rezoning as I do not want to be the only residence left in this block of Olive. I would still be the lonely little petunia in an onion patch, and that would be disastrous for us, as we are quite advanced in age. I would appreciate my thoughts being passed on to the P&Z Committee, in addition to all of you.

We have resided in Creve Coeur since 1968, 49 years, and do own other property in Creve Coeur. We maintain our property.

I will, under separate cover, again send the pictures of the residences on this block. I remember when 11135 was Mr. Bayer's State Farm Office, and office in his home, and 11135 was the Wagner Family, Landscaping, and office in their home, and 11141 was the Christoferson home, until he passed on and his widow Ruth moved to Friendship Village South and sold the home. I realize that nothing is a permanent as change, but isolating one residence is not change, it is in my opinion, very unfair.

Respectfully,
Bill Halliburton

Attachment: Public Comment received for the December 4, 2017 Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG, CUP, SDP)





















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: December 4, 2017

Subject: **#17-027: TEXT AMENDMENTS TO VARIOUS SECTIONS OF THE CITY'S ZONING ORDINANCE REGARDING RESIDENTIAL DEVELOPMENT**

Memo Prepared by: Whitney Kelly, AICP, City Planner

Attachment: Draft Ordinance

The Planning and Zoning Commission conducted a public hearing on a number of text amendments to various sections of the Zoning Ordinance at the meeting of September 18, 2017. These amendments are meant to address issues that have been raised during the Comprehensive Plan update 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. Staff suggested that the Public Hearing be continued to allow for additional outreach to local home builders, engineers, and contractors that work in the City to review and provide comments, specifically related to the changes in building height based upon existing grade for new construction.

Notices of the proposed changes were sent Home Builders and Design Professionals, and to the Home Builders Association of Missouri on September 27th. Emails were also sent out to the Subdivision Trustees that the City had on file. Only one public comment has been received to date and is included in the packet materials for consideration.

Staff will prepare a PowerPoint presentation to summarize the proposed changes that have been discussed and are included in the draft ordinance, and will be available to answer any questions that the Commission may have.

Attachment: MemotoPZ 12-4-2017 (#17-027: Text Amendments Regarding Residential Development)

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 December 4, 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:

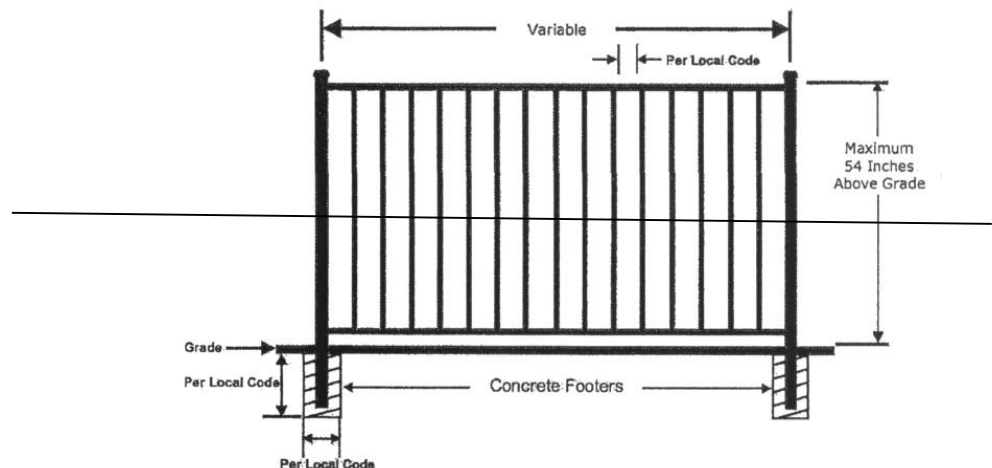
SECTION 405.460 ACCESSORY USES AND STRUCTURES.

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.~~

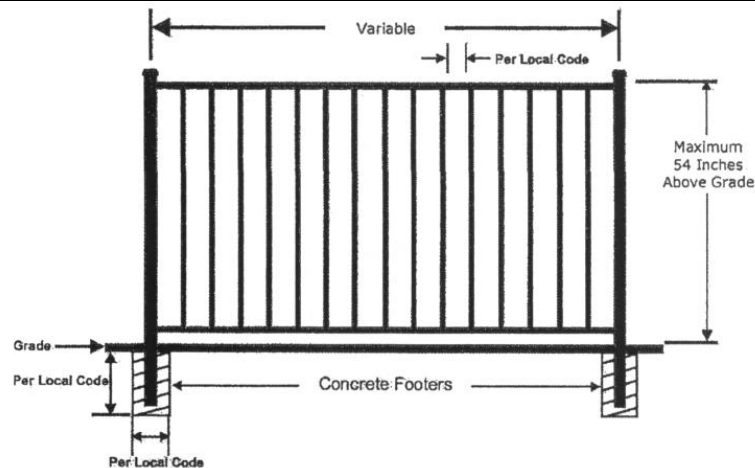
Walls, entry columns, gates and fence designs within the front yard setback or the area equivalent to the front yard setback shall be subject to site development plan approval in accordance with Section 405.1080, or approved by the Zoning Administrator in accordance with Section 405.460.

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:

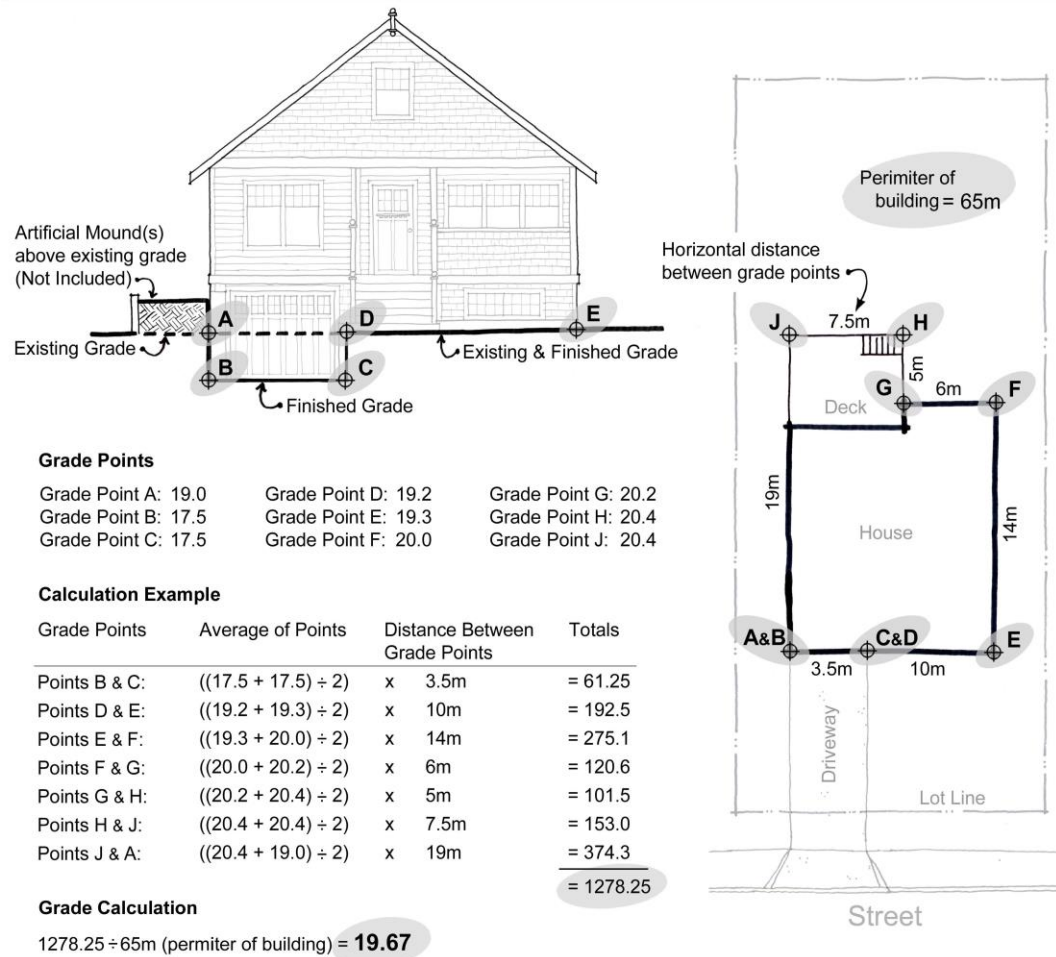


Figure 1: Illustration from Victoria Canada of how grade is calculated based on the definition

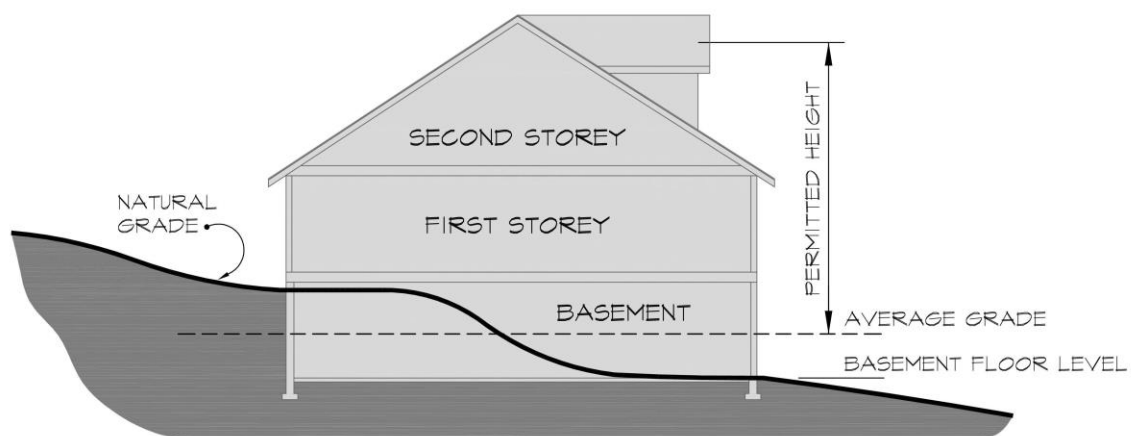


Figure 2: Location of grade and resulting permitted building height when the natural grade of the lot is not altered through construction.

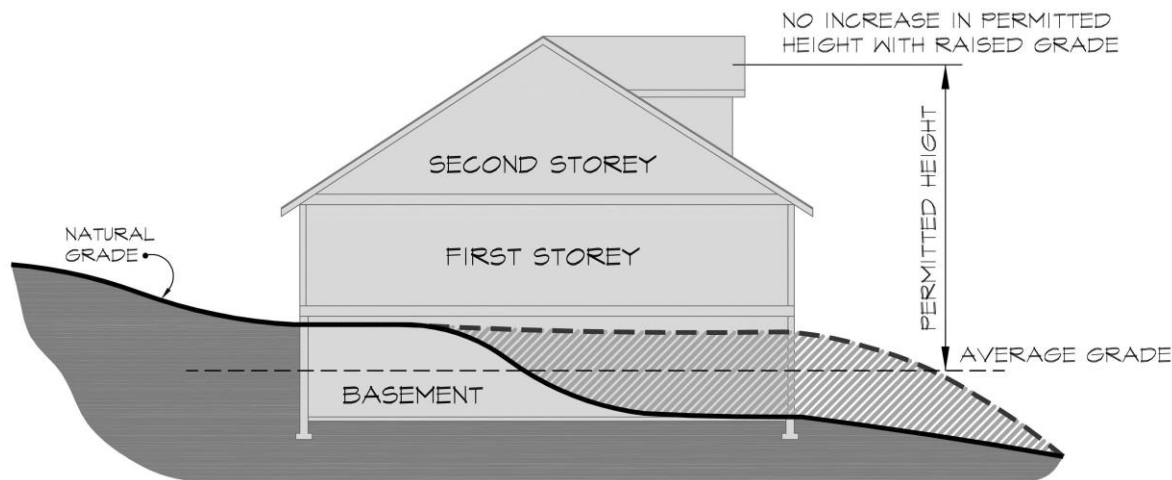


Figure 3: Location of grade and resulting permitted building height when the finished grade of the lot is raised above natural grade. Berming under this new definition would not result in an increased building height.

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.

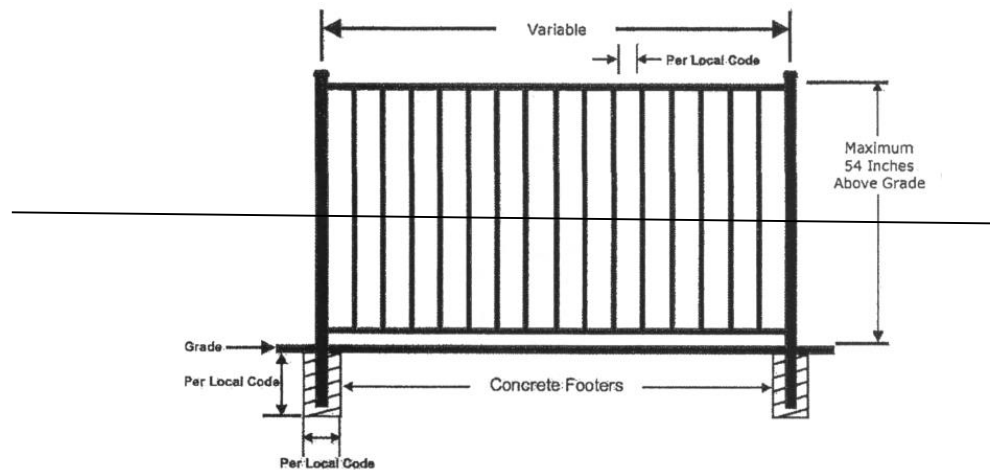
B. Permitted Accessory Uses And Structures. A "permitted accessory use or structure" is any use or structure that complies with the definitions contained in Section 405.120 including, but not limited to, the following typical uses:

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.



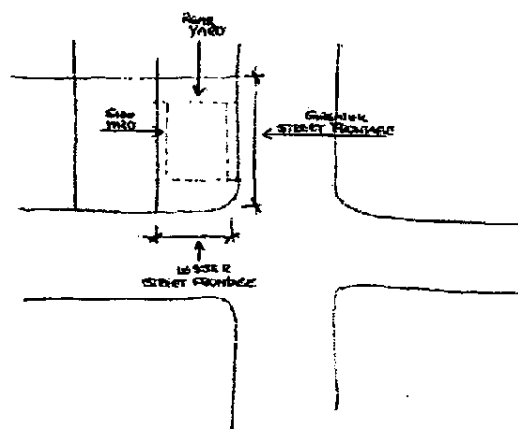
Figure 9: 12331 Conway Road is an example of where the pre-established pattern of development would have the rear yard to the north.



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.

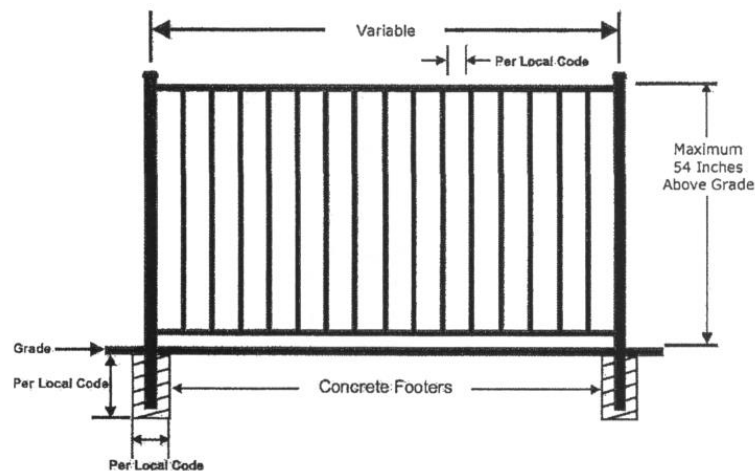
SECTION 405.640 FENCES AND WALLS

- 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.

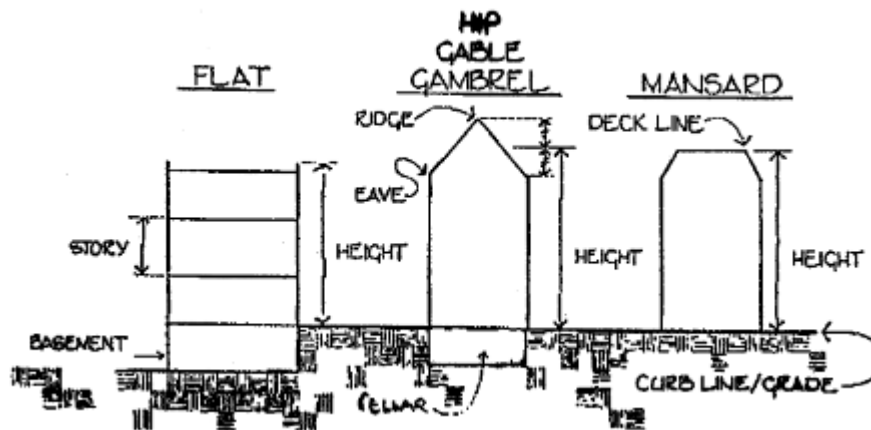
Clayton Definitions

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.

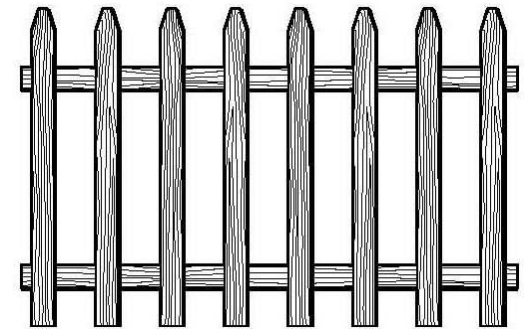


Department of Community
Development
200 N. Second St., Suite 303
St. Charles, Missouri 63303



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%.

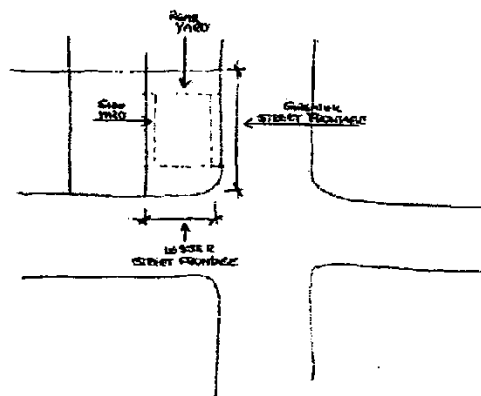
Definition of Yards

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.

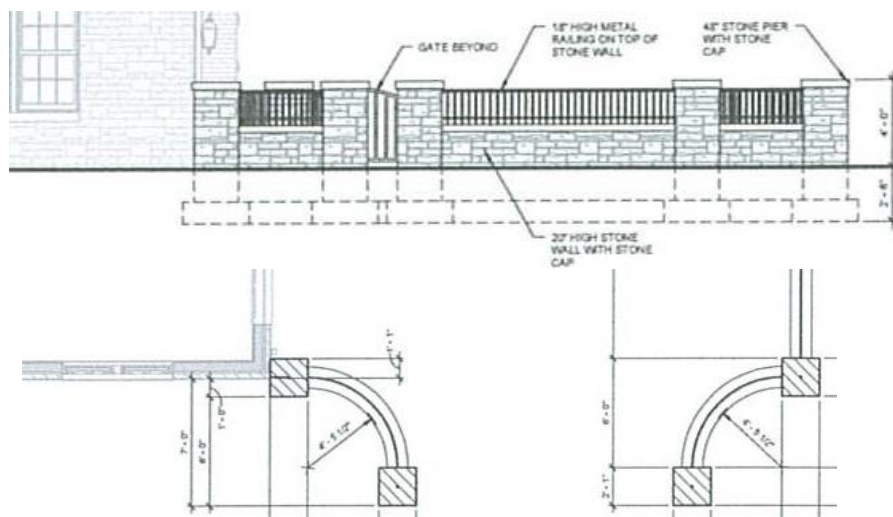


Figure 3: Detail of the Drive Court Plan

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:

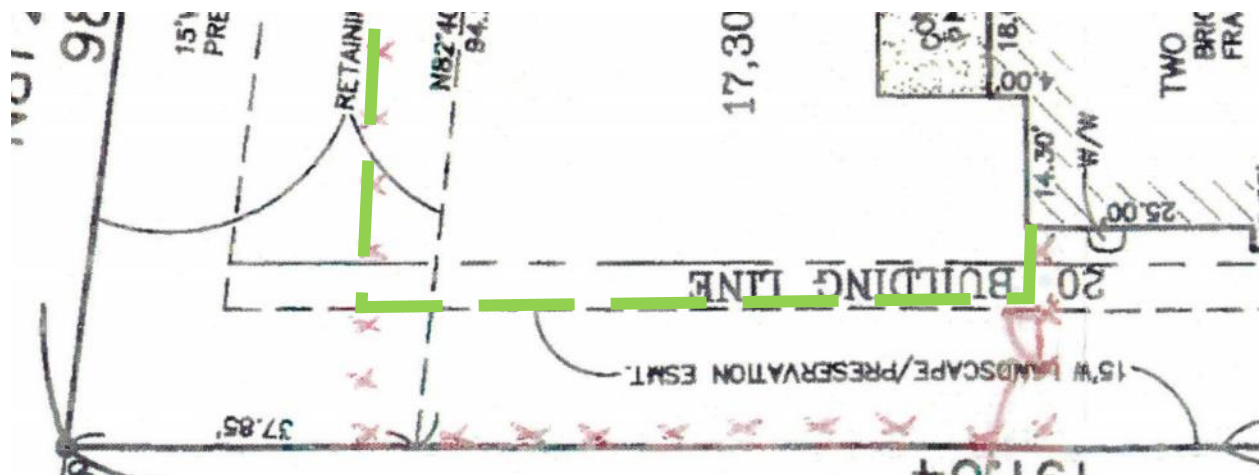


Figure 1: Close-up of the Site Plan with Staff's Recommended 15 foot setback highlighted in green.

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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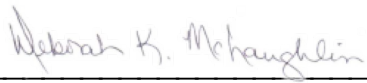
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1 STATE OF MISSOURI)
2) SS
3 COUNTY OF ST. LOUIS)
4

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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back... [8] 62/1	beforehand [1] 13/7	bright [1] 67/14	39/11 41/25 42/16	5/21 5/24 17/23
66/9 68/15 68/17		bring [6] 26/2	42/23 47/3 50/25	24/16 60/11 69/
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backyard [1]	behind [4] 20/24	bring it [1]	60/1 61/17 65/7	certainly [13]
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bad [2] 22/17	being [7] 26/5	bringing [1] 16/5	69/12 69/14 69/24	26/18 35/2 41/2
69/8	26/14 56/1 58/15	broad [1] 67/17	69/24 69/25 70/5	65/7 65/8 65/9
BALLAS [1] 1/3	67/2 70/2 70/23	broaden [1] 5/7	70/14 70/20 71/11	67/7 83/2 83/24
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73/20	82/24 83/14	build [5] 19/8	87/4 90/18 90/19	66/19 67/9 68/7
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17/13 19/16 20/1	better [6] 39/1	83/2	14/19 14/19 20/13	69/3 69/12 69/1
basements [2]	45/15 63/24 68/14	buildable [5]	23/12 33/13 33/15	69/21 70/2 70/2
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basically [8] 4/2	between [7] 3/18	59/12 60/4	74/14 75/17 75/17	71/25 72/14 72/
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#17-027: Text Amendments Regarding Residential Development

Attachment: P&Z Public Hearing Transcripts 09-18-17 Application No 17-027

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(17) what zoning



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**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.

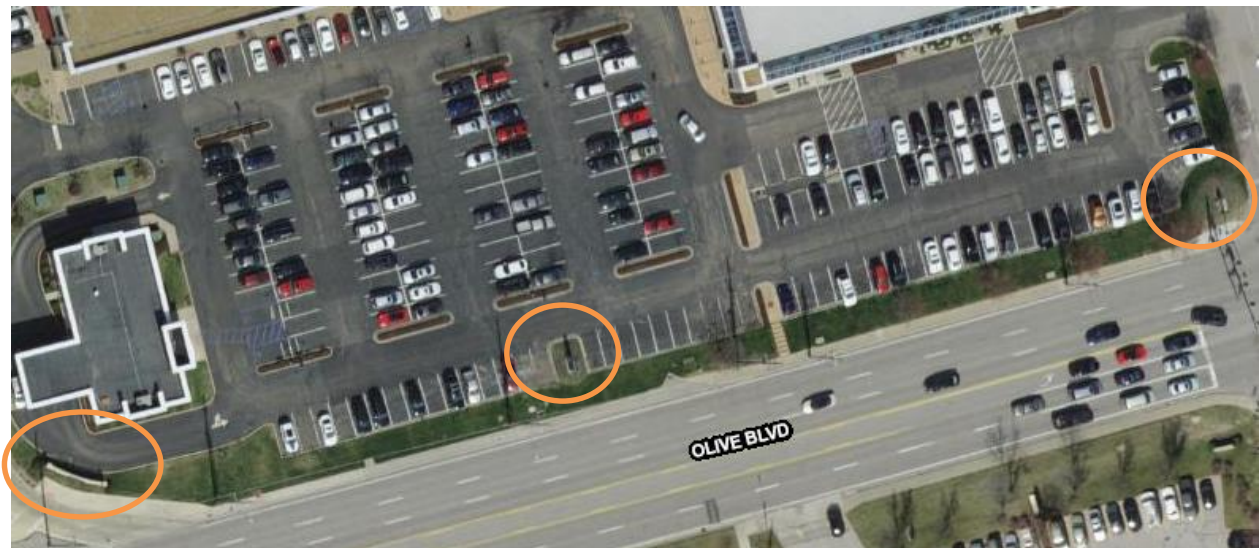


Figure 2: Image from the City's GIS of the area in front of the CityPlace Retail Buildings with the existing Ground Monument signs indicated.

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).

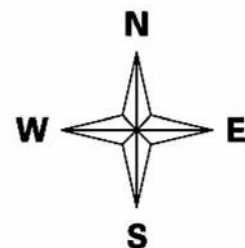
APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES

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

Current

- 1. Campus ID**
- 1M Monuments
 - 1F Facades
 - 1E Entries

- 2. Primary Tenant**
- 2F Facades

- 3. Multi-Tenant**
- 3M Monuments
 - 3C Cubes
 - 3B Buildings

- 4. Single Tenant Retail**
- 4F Facades
 - 4M Monuments

- 5. Multi-Tenant Retail**
- 5R Type on Rail
 - 5F Facades

- 6. Directional**
- 6P Plinths
 - 6C Cubes
 - 6S Secondary Post & Panel

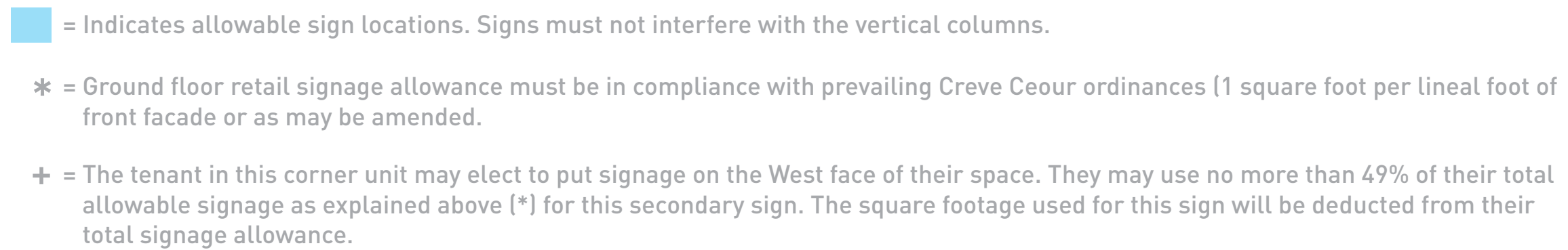
Proposed

- 7. Leasing**
- 1L Ground Sign

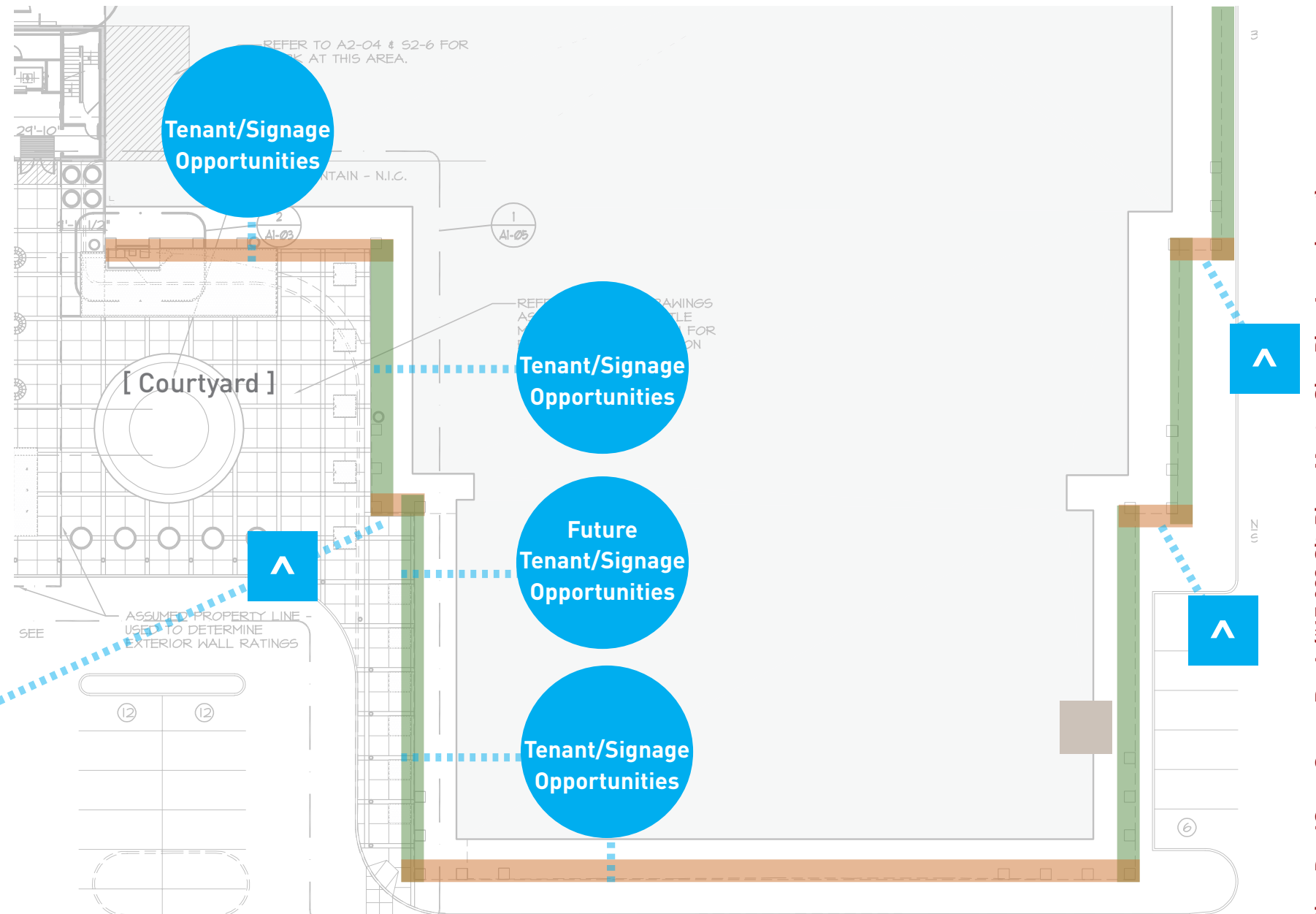


Attachment: CityPlace_MasterSignPlan_Doc4CreveCoeur_Rev4 (#17-033 CityPlace Master Sign Plan Amendment)

Campus, Tenant & Directional Signage



CITY PLACE

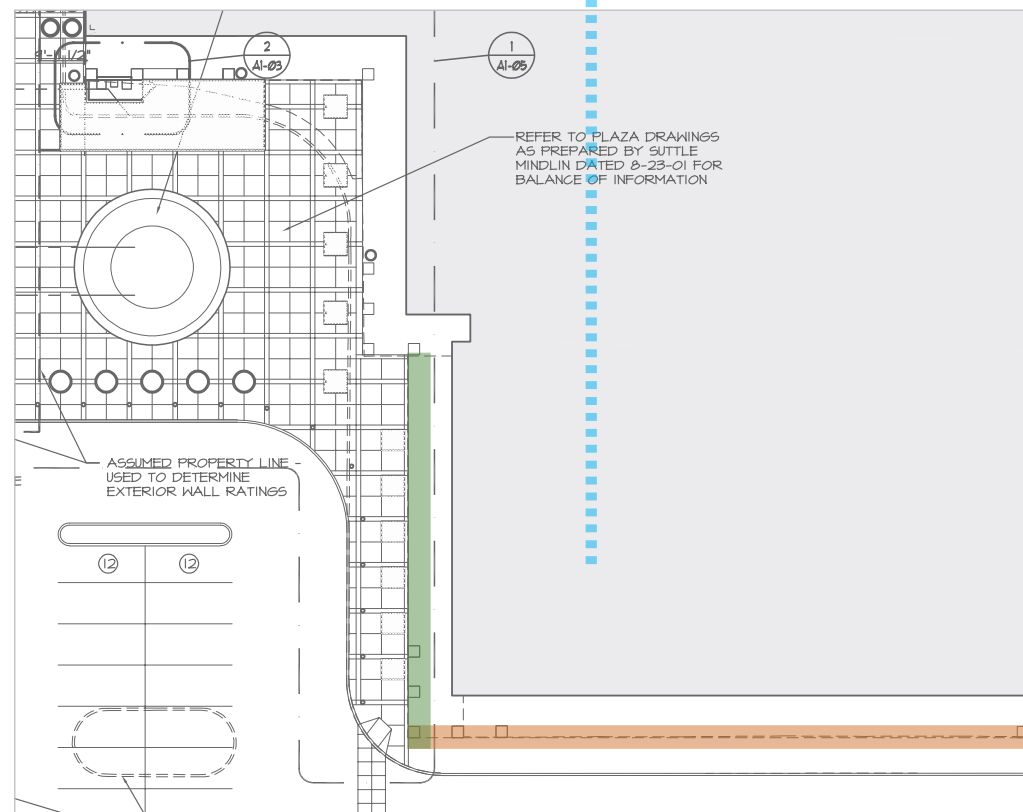


[East Retail Plan View]

^ = 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

Tenant/Signage



[East Retail Southwest Corner]



[South facing]

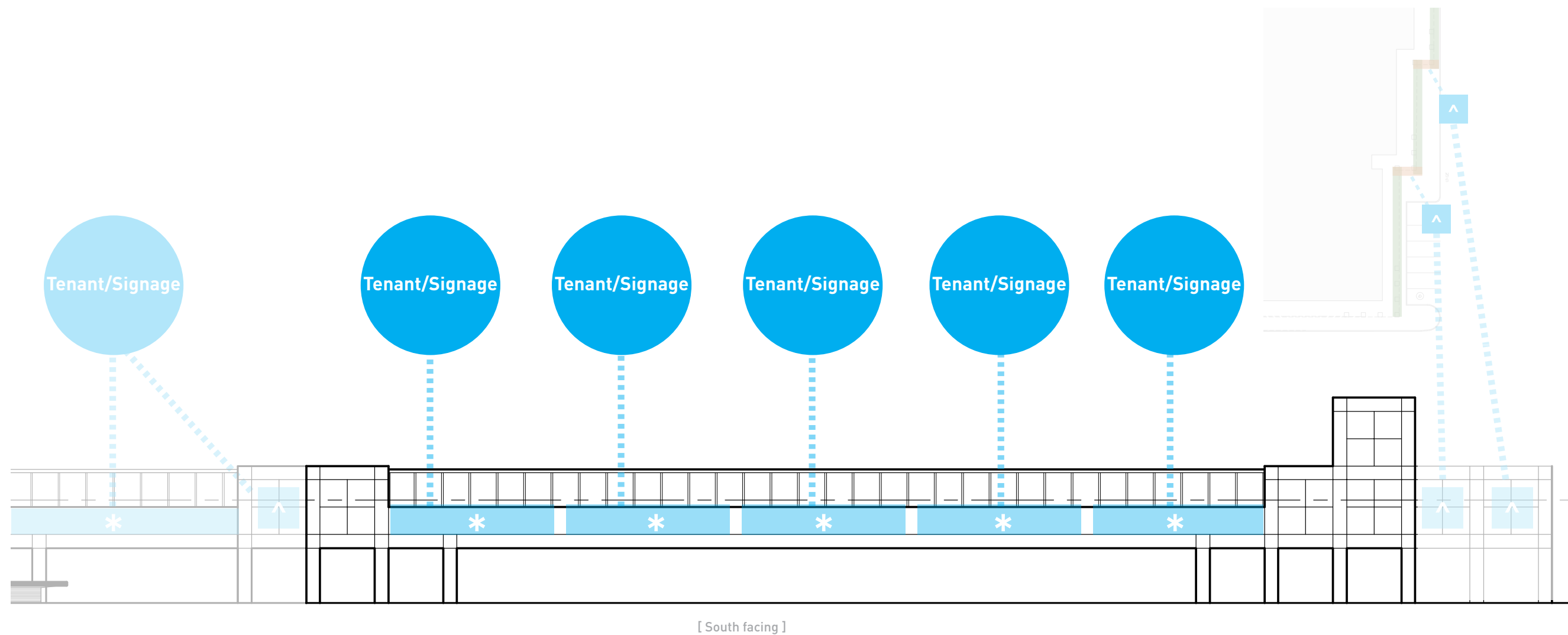


[West facing]

 = 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

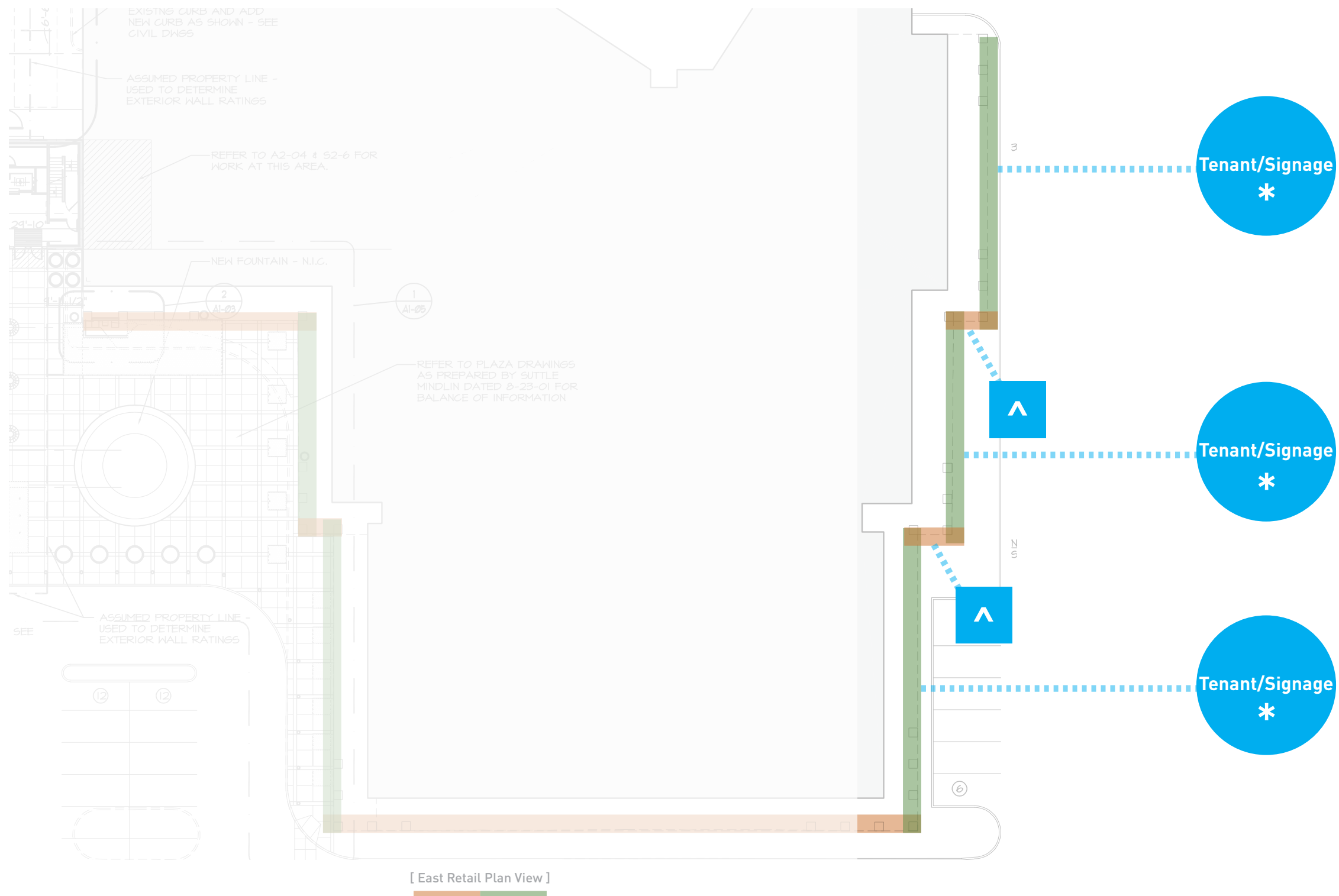


= Indicates allowable sign locations. Signs must not interfere with the vertical columns.

* = 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.

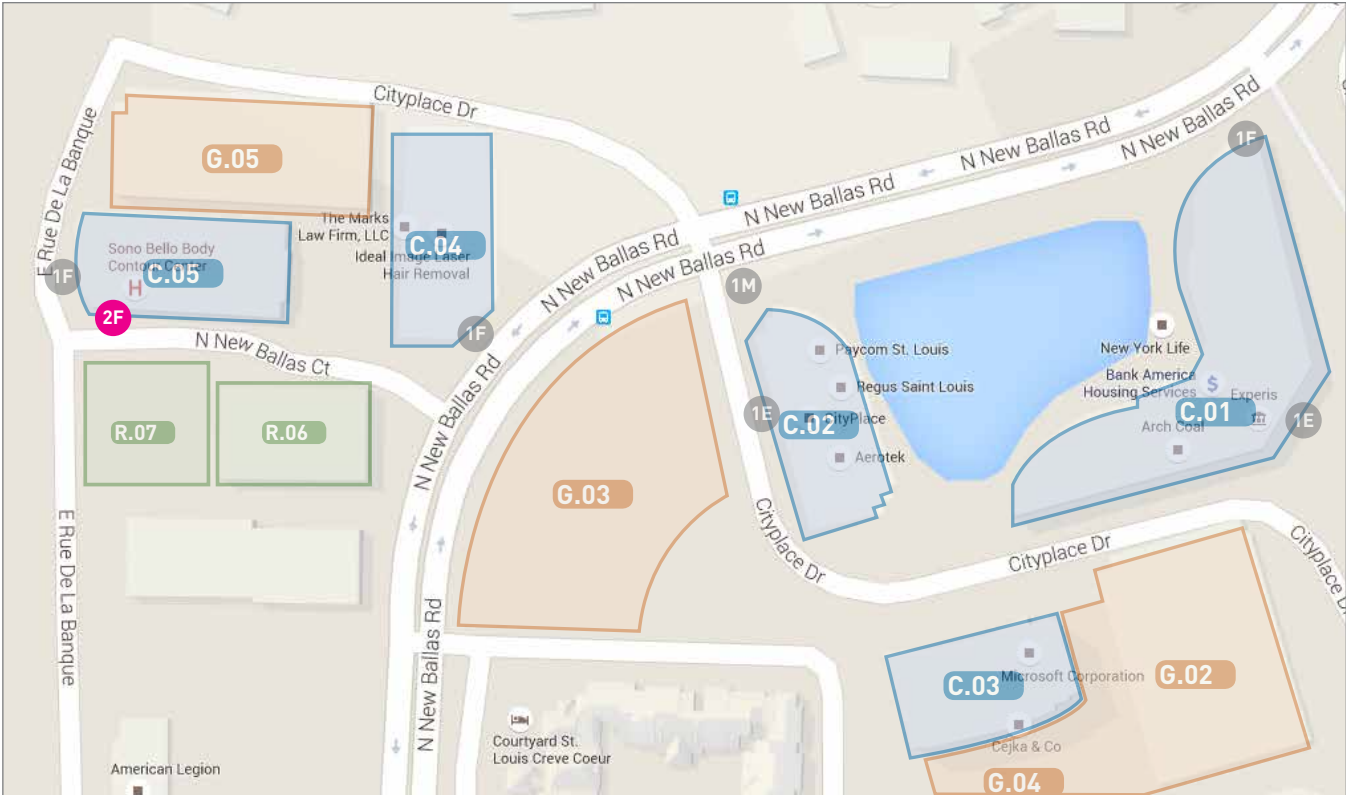
Retail Facade Signage_East Retail



* = 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

**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.

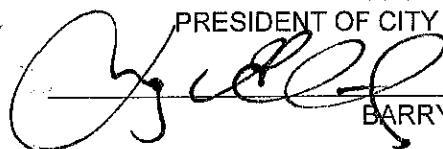
SECTION 4: The Master Signage Plan, and all components thereof, shall be demonstrated as the attached Exhibit 1, as revised consistent herewith.

SECTION 5: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

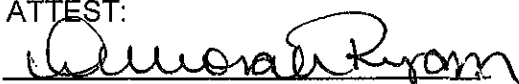
ADOPTED THIS 25 DAY OF January, 2016.


 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:

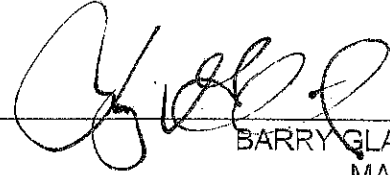
1. Prior to the issuance of a sign permit the applicant shall submit a revised Exhibit 1 for all of the CityPlace Signs as approved.
2. The amendment allows for an additional 108.3 square foot wall sign on the west elevation of CityPlace Three, as proposed in Applicants Materials submitted on June 11, 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

25. 2. 2017

2. 2017

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.

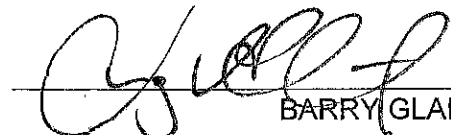
SECTION 3: The Master Signage Plan, and all components thereof, shall be demonstrated as the attached Exhibit 1.

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."

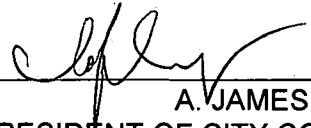
SECTION 3: Such approval of the Master Signage Plan for the CityPlace Development shall be restricted to the following conditions:

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.

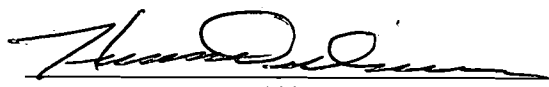
SECTION 3: The Master Signage Plan, and all components thereof, shall be demonstrated as the attached Exhibit 1

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)

Ex +
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	1.2	REFINING THE MARK
	1.3	A NOTE ON THE TYPE
	1.4	INCORRECT USAGE
Section 2: Existing Signs	2.1	EXISTING DISABLED PARKING SIGNS, SIGN TYPE A
	2.2	EXISTING RETAIL, SIGN TYPE B
	2.3	EXISTING STOREFRONT AND BUILDING ADDRESS SIGNS, SIGN TYPE C
	2.4	EXISTING DIRECTIONAL SIGNS, SIGN TYPE E
	2.5	EXISTING BUILDING, RETAIL AND CAMPUS MONUMENT SIGNS, SIGN TYPE F
	2.6	EXISTING TRAFFIC REGULATORY SIGNS, SIGN TYPE G
	2.7 - 2.8	EXISTING PARKING REGULATORY SIGNS, SIGN TYPE H
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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.

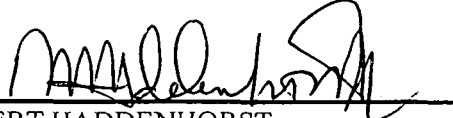
SECTION 2: Such approval of the Master Signage Plan for the Cityplace development shall be restricted to the following conditions:

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.

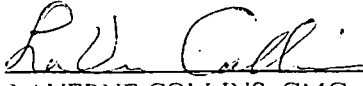
Adopted this 11th day of December 2006.


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

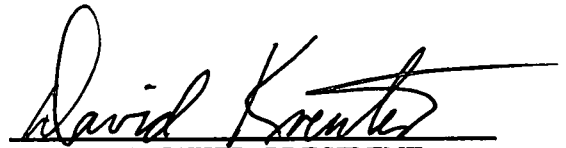
shall be accompanied by a statement setting forth the names of the record owners of the properties upon which such signs are proposed to be located and the agreement of each record owner to the placement of such signs on their property. When each application requests permission to erect a sign on property 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.

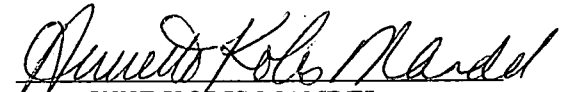
SECTION 3: The Master Signage Plan, and all components thereof, shall be demonstrated as the attached Exhibit 1.

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



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
#17-040 FOR A MINOR SITE PLAN APPROVAL FOR NEW EXTERIOR
PAINTING AND LED LIGHTING FOR THE POST II SPORTS BAR AND
GRILL AT 763 OLD BALLAS ROAD**

FOR THE MEETING OF: Monday, December 4, 2017

LOCATION: 763 Old Ballas Road, zoned CB-Core Business District.

REQUEST: Shannon Brown, DeSIGNery, on behalf of the Post II Sports Bar and Grill at 763 Old Ballas Road, has submitted for a minor site plan for modifications to the exterior of the tenant space that includes new LED tube lighting to mimic the style of exposed neon that will highlight the width of the tenant space, and new painted red, white, and blue stripes that match the colors of the sign along the lower portion of the tenant space.

ADDITIONAL INFORMATION: Section 405.930(F)(8) Illuminated Signs states that the use of exposed neon as an illumination source for identification or an architectural feature must be reviewed and approved by the Planning and Zoning Commission prior to installation or erection of the exposed neon. Additionally, Section 405.1080 requires Planning and Zoning Commission approval with any exterior changes to the building or the site. The Post received approval for a conditional use permit in 2013 with Ordinance No. 5296, and amending Ordinance No. 5330 that included a 758 square foot room addition.

Key Issues:

- Does the request integrate with the existing surrounding uses?
- Does the request further or implement the goals of the Comprehensive Plan?

Creve Coeur 2030 Comprehensive Plan References

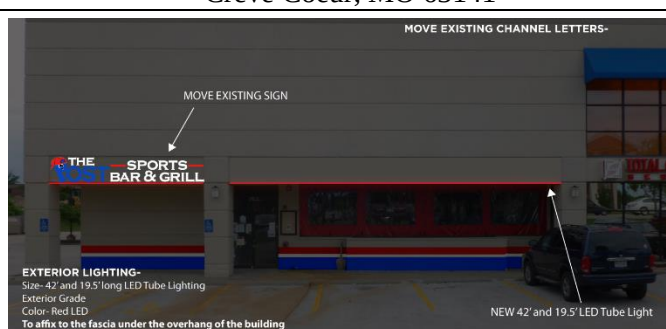
- Creve Coeur's Downtown and Central Business District
- Design Guidelines

Zoning Code References

- Section 405.370: CB- Core Business District
- Section 405.930 (F) Illuminated Signs
- Section 405.1080 Site Concept, Site Development and Minor Site Plan Approval.

APPLICANT'S REPRESENTATIVE: Shannon C. Brown
DeSIGNery
3051 Bartold Ave.
St. Louis, MO 63143

APPLICANT: Adrian Glass
The Post Sports Bar and Grill
763 Old Ballas Road
Creve Coeur, MO 63141



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 11/30/2017
ATTACHMENTS: Applicant's Materials received November 29, 2017

PROPOSAL

The Applicant is seeking approval for a new LED tube light that mimics the appearance of neon strip for to highlight the entire width of the tenant space and to incorporate it into the sign, as well as add new painted striping along the lower portion of the space underneath the overhang. The painted stripes are the same red, white, and blue of the sign in the effort to get more visibility to the space.

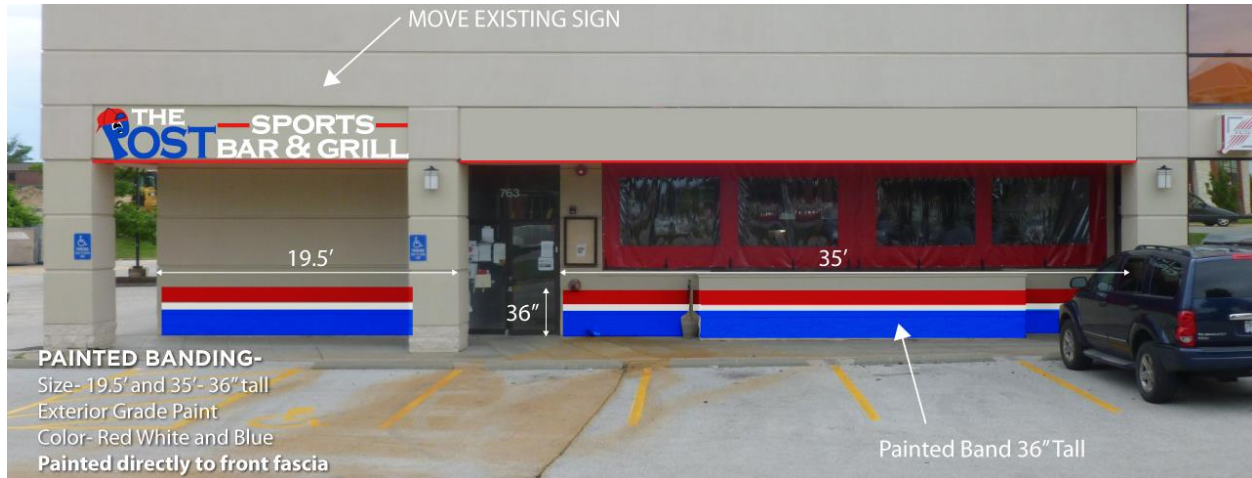


Figure 1: Detail of the proposed striping



Figure 2: Detail of the Neon Style tube light along the exterior of the tenant space



Figure 3: Detail of the type of tube light.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	City Place office/retail	"CB" Core Business District	Olive Boulevard
South	Office Building	"CB" Core Business District	NA
East	CVS Pharmacy	"CB" Core Business District	Old Ballas Road
West	Plaza Jaguar-Land Rover	"CB" Core Business District	NA

COMPREHENSIVE PLAN REVIEW

Creve Coeur 2030 Plan

The *Creve Coeur 2030 Plan* includes the overall goal for Placemaking & Community Identity by creating mixed-use, walkable districts (p. 45), and for the long-term Economic Growth & Community Services goal of provide the community services, amenities and experiences necessary to leverage and capture the changing consumer preferences for more lifestyle centers (p. 47). The subject property is located within the Community Center District and Central Business District overlay that supports the development of a variety of medium- to high-density, high-intensity, and mixed-use commercial, dining, retail, office and multi-family residential in a vibrant, walkable, urban environment. As the use is pre-existing and operating under an existing conditional use permit, the issue before the Commission on this request is largely design related.

DESIGN GUIDELINES REVIEW

In the review of the use of the corporate identity of the striped awnings for the tenant space, the Design Guidelines, provide recommendations specifically directed at situations such as this. The following guidelines are of particular interest:

Chapter 2 Building

C. Design

- Buildings that are stylized in an attempt to use the building itself as advertising are strongly discouraged, particularly where the proposed architecture is the result of a "corporate" or franchise style. The building should not be designed as a sign and should not be flood lit at night.

D. Relationship to Neighboring Development

- Architectural design should be compatible with the developing character of the neighborhood area. Design compatibility includes complementary building style, form, size, color and materials.
- Building color should be compatible with the neighborhood and should reinforce the visual character of the environment of the proposed buildings. The color should not be such that the building is competing for attention, building colors should be subdued and not garish and should not, in any way, constitute "signing" of the building or site.

E. Materials/Colors

- Architectural consistency of colors, materials and detailing are to be provided between all building elevations. False or decorative façade treatments, where one or more unrelated materials are placed upon the building should be avoided. Large parapet walls should reflect the function behind them [and] should not be freestanding. All elevations need not look alike; however, a sense of overall architectural continuity is strongly encouraged.
- Material or color changes should occur at a change of plane. Materials or color changes at the outside corners of structures that give the impression of "thinness" and artificiality of the materials are discouraged. Inconsistent adornment and frequent changes in material should be avoided.

Chapter 5 Miscellaneous

A. Signage

1. 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.
2. 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).

B. Lighting

2. Exterior light sources may not be exposed and should be shielded from view, down cast and parallel with the ground.
3. Exterior lighting is to be architecturally integrated with the building style, material and colors.
7. The Planning Commission shall separately review the use of neon. A written statement from an architect explaining the intended use of the lighting and its relationship to the project and surrounding environment shall be submitted in conjunction with any proposed neon.

The use of the exposed LED tube lighting in conjunction with the existing sign would be inconsistent with the Design Guidelines and would give this tenant an advantage that other tenants do not have, by appearing to allow for a sign to expand the entire width of the tenant space. As an alternative, lighting underneath the structural overhang of the building to illuminate the space, would be in better keeping with the overall building design and create the visibility at night needed to attract customers, and would not appear to be tenant specific in nature, nor would such improvement require Planning and Zoning Commission approval

As with a similar review of awnings, Staff believes the painted striping provides for some individual tenant interest given that nothing in the overall building is Corporate in design. However, the colors are to match the red, white and blue of the existing Post sign colors, and thus in combination with the signage and LED tube lighting takes this tenant space too far from the recommendations of the Design Guidelines. Staff recommends limiting the improvements to that of just the painting at the lower portion of the tenant space with a single strip of a blue that matches the awning already on the building, and eliminating the use of the tube, neon style light would be more acceptable and consistent with the recent action of the Commission. Additional visibility of the space may be provided with the use of regular lighting underneath the overhang that is consistent with lighting elsewhere on the building, and would not appear as a tenant specific detail, nor would it require Planning and Zoning Commission approval.

ZONING REVIEW

A minor site plan is required for a change in use of an entire site to another permitted use, or any proposed alteration that would significantly affect the exterior of a building, or redevelopment of a site that already contains a building or buildings, provided that such expansion, change or redevelopment shall not add more than five thousand (5,000) square feet of new impermeable surface to the site. The applicant is significantly affecting the exterior of the building, so this is the appropriate process for review.

The City's Sign Regulations specifically reviews the use of neon lighting as Signage that requires the Planning and Zoning Commission review and approval prior to the installation of the lighting, per the following.

Section 405.930 General Provisions

D. Prohibited Signs. The following types of signs are specifically prohibited in the City:

7. Strips or strings of lights used to call attention to a use or occupancy by outlining property lines, sales area, rooflines, doors, windows, wall edges or other architectural features of a building site. Exempted from this provision are holiday-style lighting

displayed from November first (1st) through January fifteenth (15th) and lights which are an integral architectural feature of the original design of a structure as approved by the Planning and Zoning Commission. (The use of exposed neon is governed by Section 405.930(F)(7) and (8)).

F. Illuminated Signs. The following requirements shall apply to illuminated signs:

7. The use of exposed neon in a window sign(s) with aggregate area larger than six (6) square feet must be reviewed and approved by the Planning and Zoning Commission prior to installation or erection of such sign(s).
8. The use of exposed neon as an illumination source for identification or an architectural feature must be reviewed and approved by the Planning and Zoning Commission prior to installation or erection of the exposed neon.

The proposed LED tube lighting is 42 feet and 19.5 feet in length and is meant to mimic the use of neon that will appear to expand the existing sign to the entire width of the tenant space.

As discussed above, this request could be viewed as giving this tenant an advantage that other tenants with limited visibility from the street are not provided. Additional lighting underneath the building overhang would provide greater visibility of the space when the business is open at night, without the need for the Commission's review, nor would it be specific to the tenant for any future tenant. The Commission should discuss options of the use of lighting, and the colors of the painting with the Applicant. If the Commission is supportive of the use of the LED tube lighting the motion will need to be revised to include such.

All Signs are reviewed per the Sign Ordinance and not at the discretion of the Planning and Zoning Commission, with the exception of the use of neon lighting as discussed above. Moving the Sign higher on the building is not permissible, as that is not an area associated with the tenant space.

ACTION AND MOTION

The motion to approve the minor site plan as shown in the Applicant's materials will be in the form of approval, approval with conditions, denial or deferral. The following is an example of an appropriate motion for this application:

"I move to approve the minor site plan for the LED lighting and new painted stripes for the Post II Sports Bar and Grill located at 763 Old Ballas Road subject as discussed for the meeting of December 4, 2017" (conditions may be added, eliminated, or modified by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES

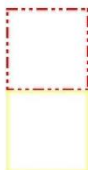
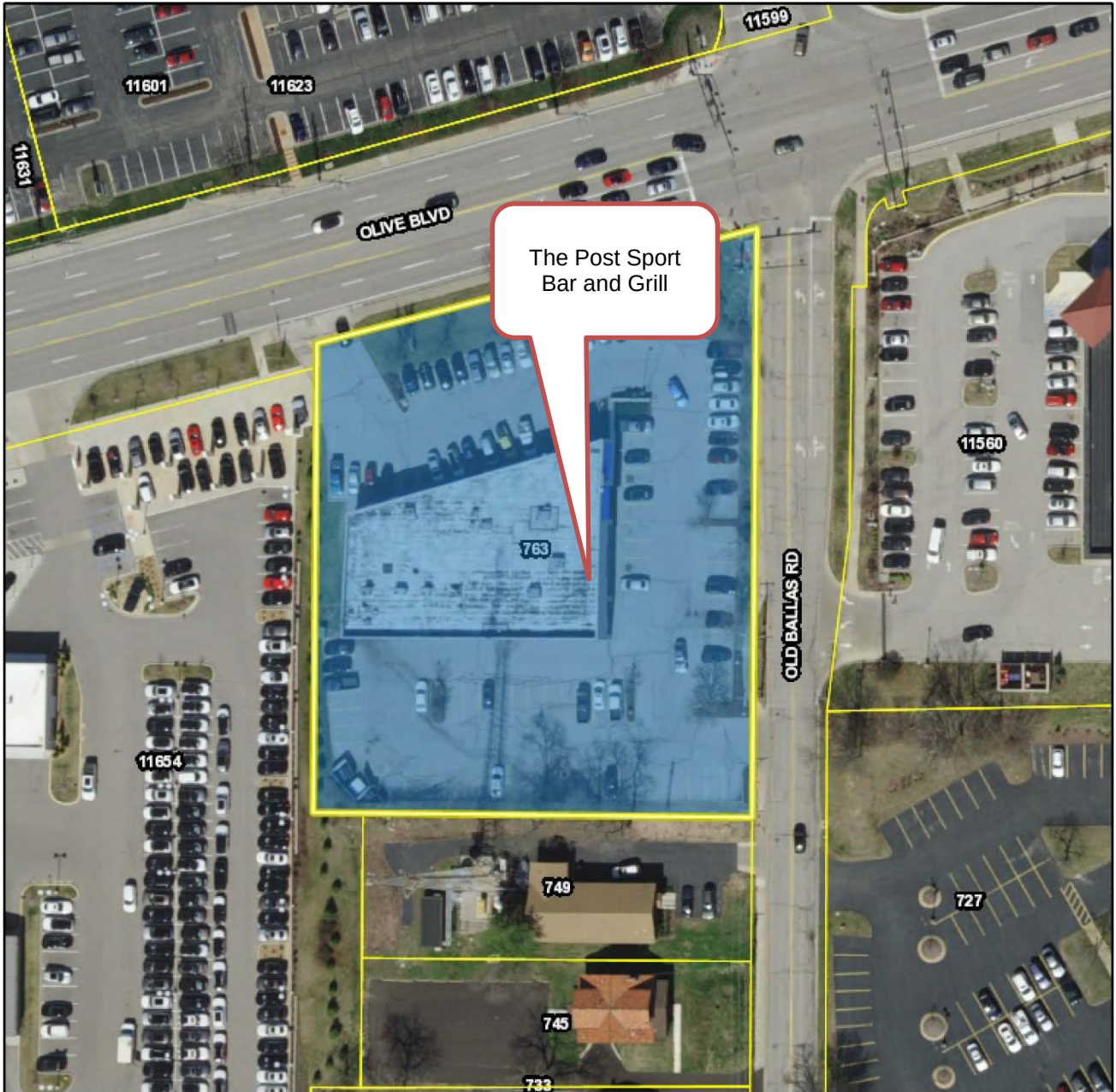
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL PHOTO

763 Old Ballas Road



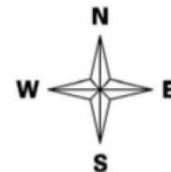
City Limits

Parcels

Parcels Label

Roads Labels

November 6, 2017



Prepared By

HORNER SHIFRIN

APPENDIX 4: SITE PHOTOGRAPHS

Photo Date: 11/30/2017



Description: View of the tenant space looking northwest from Old Balls Road



Description: View looking southwest from the north east corner of the property.



Description: View looking southwest at the front of the building facing Olive Boulevard.

The Post Sports Bar and Grill is located at 763 Old Ballas Road which is on the corner of Olive and Old Ballas. The space is in the back area of the building facing Old Ballas. The store front is challenged in respects to visibility with the heavy traffic flow on Olive. Traffic traveling eastbound has zero view of the store frontage. Traffic traveling westbound has limited viewing. The Post has an illuminated sign on the entrance of the space but the sign has limited viewing from west bound traffic.

There are 2 visibility issues the business needs to resolve. The first one is during daylight hours when the entire building from the Olive perspective appears to be not be open and operating even with the building sign. The facade is plain with no color to attract the lucrative lunch crowd traveling westbound on Olive. The lunch crowd is vital for any restaurant operating in that area of Creve Coeur. We propose to paint on the facade 3 colors matching the Post's color branding. Revenue from year 2014 to 2017 projection indicates a revenue loss of 9%. We believe a substantial portion of the sales decrease (and subsequent decrease in sales tax revenue) is attributed to the poor visibility, lack of attraction and growing impediment of the trees on Old Ballas.

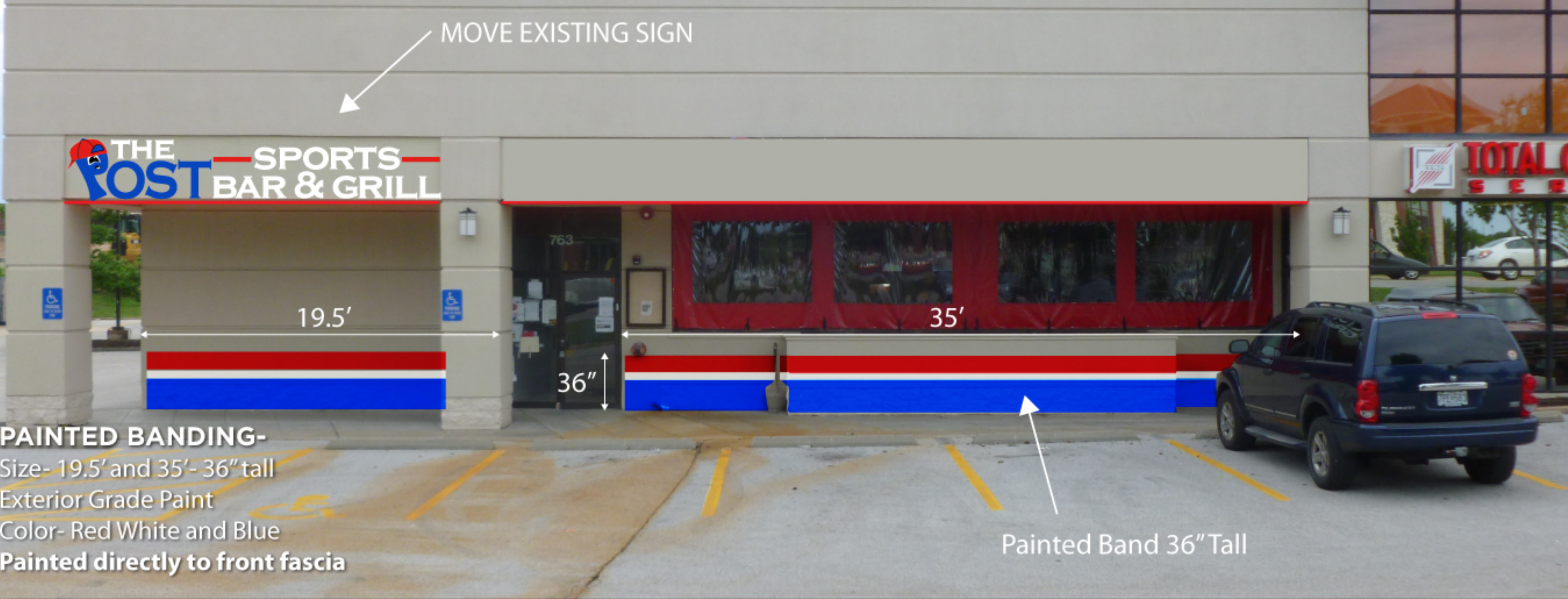
The other visibility issue is during night hours where the illuminated sign is partially blocked by the trees as well competing with the downward slope of the property. Our solution to this problem would be to move the existing sign to another location on the same side of the building at a height that reduces the visibility issues caused by the low façade and trees. We have reached out to the landlord of the building to ensure that this would not be a problem with them considering the higher portion of the façade is the outside wall of another store. The landlord has said that it would not be a problem and they just need to see a rendering in order to see what the sign would look like so they can officially sign off on the permission.

Another option for improved visibility would be to add a red LED tube light that would extend across the fascia facing Old Ballas. This would grab attention to potential customers traveling westbound on Olive.

We hope the board can see the challenges The Post Sports Bar and Grill is experiencing and approve the recommendations offered in the review.

Thank you

Adrian Glass
President

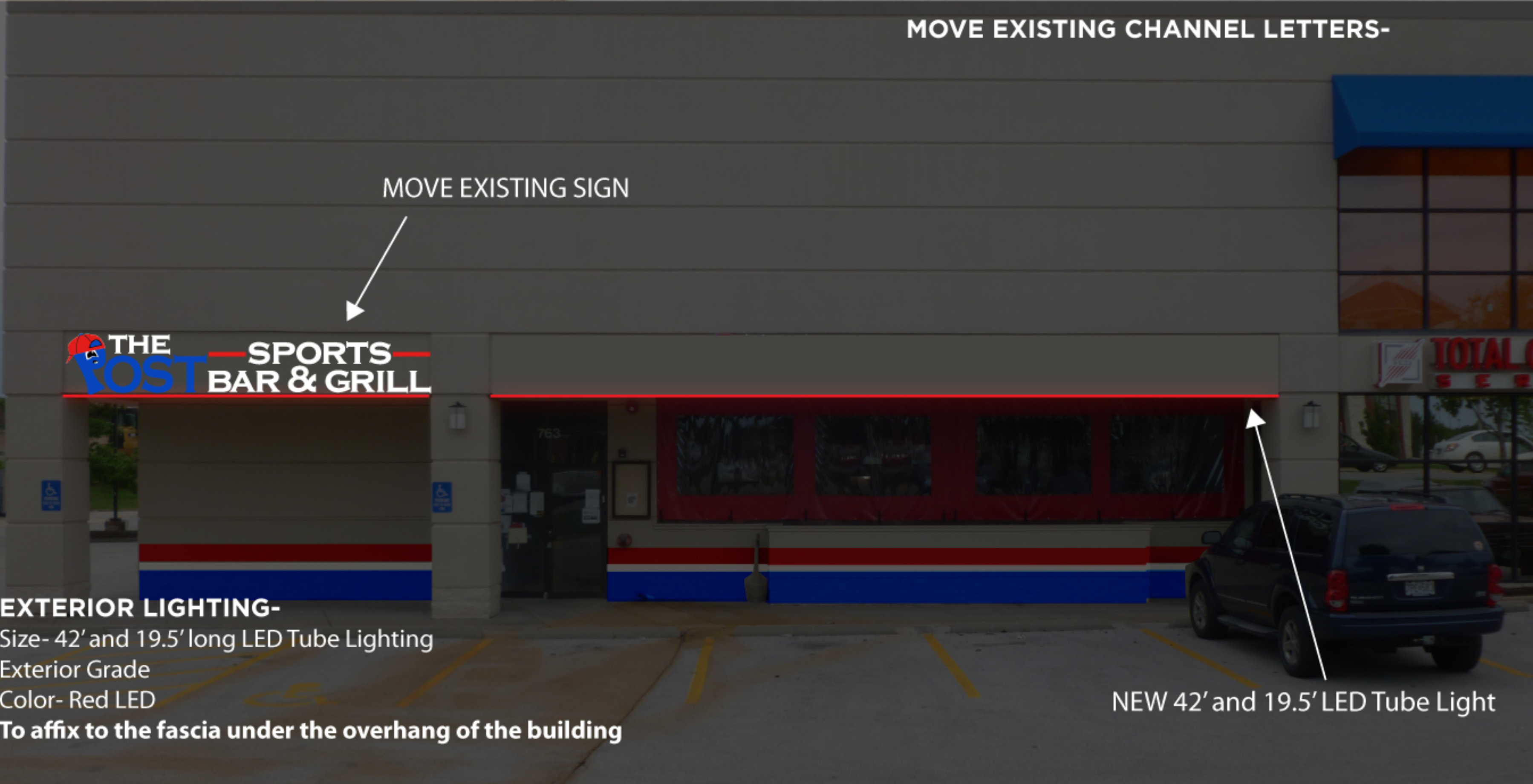


PAINTED BANDING-
Size- 19.5' and 35'- 36" tall
Exterior Grade Paint
Color- Red White and Blue
Painted directly to front fascia

Painted Band 36" Tall



Post Sports Bar & Grill
763 Old Ballas Rd, Creve Coeur, MO 63141



EXTERIOR LIGHTING-
Size- 42' and 19.5' long LED Tube Lighting
Exterior Grade
Color- Red LED
To affix to the fascia under the overhang of the building

NEW 42' and 19.5' LED Tube Light

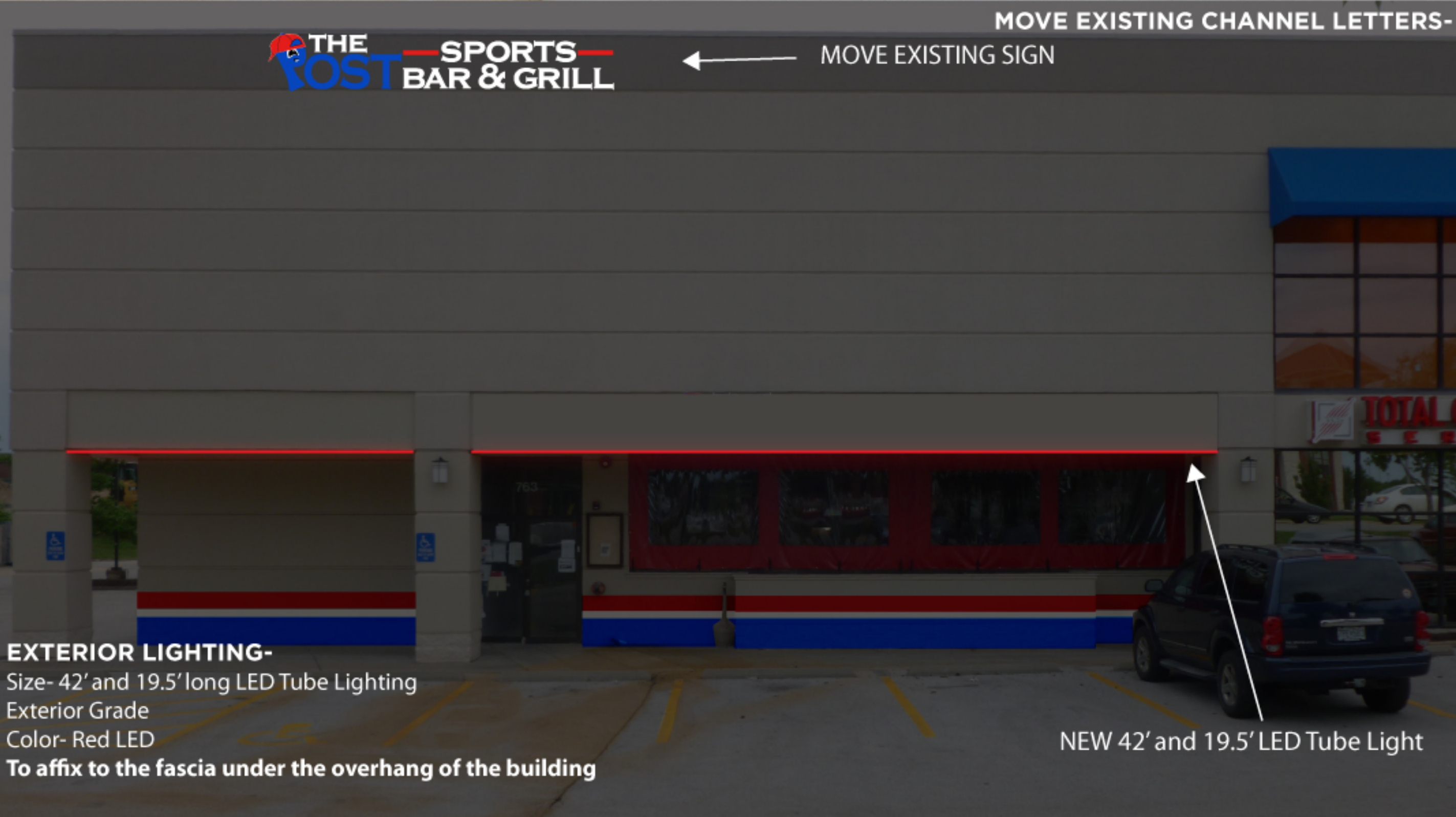


Exterior Grade LED Tube Lighting

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Post Sports Bar & Grill
763 Old Ballas Rd, Creve Coeur, MO 63141



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DESIGNERY
creative solutions

3051 Bartold Ave., St. Louis MO 63143
www.designery.com | 314.647.1700

CLIENT | Post Sports Bar
CONTACT | Adrian Glass
PHONE | 618-920-9419
EMAIL | aglass@thepostsportsbar.com

PROJECT | Exterior Lighting
SIGN TYPE | LED
SIGN

JOB	16464	DATE	10.2.17
PROOF	PERMIT	DESIGNER	Colleen
		DATE	

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Packet Pg. 563



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: December 4, 2017

Subject: #17-044. 845 North New Ballas Court Easement Vacation (Part of Lot 13 Cityplace Subdivision)

Memo Prepared by: Jason Jaggi, AICP, Director of Community Development

Attachment: Easement Vacation Exhibit; Release Letters from Utilities

A request has been filed by Colleen Ruiz, attorney and property owner's representative, for an easement vacation on the property at 845 North New Ballas Court, occupying Part of Lot 13 of the Cityplace Subdivision. The applicant is requesting that the City approve the vacation of a portion of an existing 10-foot wide easement which is located underneath a multi-floor parking structure that serves City Place 5. According to the applicant, the utility companies have installed their improvements elsewhere on the property and the need for a utility easement is no longer needed to properly serve the development. An easement vacation exhibit prepared by Cole and Associates accompanies the request highlighting the portion of the easement to be vacated.

In order for the City to approve the release the easement, the utilities serving the property must be notified and grant consent to the release. Upon review of this easement, it has been determined that there are no utility facilities located within the easement area and the various utilities serving this property have provided approval of the easement release and the City's Public Works Department also supports the release.

The Planning and Zoning Commission is required to provide a recommendation to City Council on the release of this easement. Because the easement is not needed by the utilities serving this property and the City has no public interest in the preservation of this easement, staff recommends approval.

Recommended Motion:

I move to recommend approval to the City Council for the vacation of a 10-foot wide easement located on Part of Lot 13 of the Cityplace Subdivision as shown on the Easement Vacation Exhibit prepared by Cole and Associates.

Attachment: MemotoPZ 12-4-2017 (#17-044: 845 North New Ballas Court Easement Vacation)

EXHIBIT A**Legal Description of Real Estate**

A tract of land being part of Lot B of the Resubdivision of Part of Lot 1 of The Lakehouse Farm Subdivision, a subdivision according to the plat thereof recorded in Plat Book 346 Page 603, Surveyor's Affidavit recorded in Book 12046 page 2337, all of the Recorder of Deeds Office in St. Louis County, Missouri, and being part of Rue De La Banque East, Private Drive, to be vacated, and being located in part of Section 3, Township 45 North, Range 5 East of the Fifth Principal Meridian, City of Creve Coeur, St. Louis County, Missouri, and being more particularly described as follows:

Beginning at the Northeasterly corner of above said Lot B; thence South 00 degrees 11 minutes 57 seconds West along the Easterly line of Lot B, a distance of 342.47 feet; thence departing last said Easterly line North 77 degrees 37 minutes 17 seconds West 96.63 feet; thence North 54 degrees 27 minutes 50 seconds West 54.21 feet; thence North 89 degrees 39 minutes 44 seconds West 197.44 feet to at point on the Easterly line of above said Rue De La Banque East, Private Drive; thence departing last said Easterly line North 89 degrees 39 minutes 44 seconds West 3.02 feet to a point on the Proposed Easterly line of above said Rue De La Banque East, Private Drive; thence North 00 degrees 21 minutes 20 seconds East along last said Easterly line 6.78 feet to a point on the Easterly line of above said existing Rue De La Banque East, Private Drive, said point also being located on a curve to the left for which the radius point bears South 64 degrees 56 minutes 27 seconds West 155.00 feet; thence along last said Easterly line the following courses and distances; thence along last said curve an arc distance of 18.38 feet to a point of reverse curvature to the right for which the radius point bears North 58 degrees 08 minutes 53 seconds East 95.00 feet; thence along last said curve an arc distance of 12.98 feet; thence departing last said curve North 00 degrees 21 minutes 20 seconds East 82.66 feet; thence North 15 degrees 53 minutes 20 seconds East 56.92 feet to a point of curvature to the right, said curve having a radius of 25.00 feet; thence along last said curve an arc distance of 18.69 feet to a point of reverse curvature to the left for which the radius point bears North 31 degrees 16 minutes 36 seconds West 50.00 feet; thence along last said curve an arc distance of 73.54 feet to a point on a curve to the left for which the radius point bears North 62 degrees 53 minutes 40 seconds West 175.00 feet; thence along last said curve an arc distance of 49.33 feet to a point on the Northerly line of above said Lot B; thence along last said Northerly line the following courses and distances; thence North 76 degrees 31 minutes 24 seconds East 128.76 feet; thence North 13 degrees 28 minutes 36 seconds East 40.00 feet; thence South 76 degrees 31 minutes 24 seconds East 4.51 feet; thence South 84 degrees 06 minutes 37 seconds East 154.48 feet to the POINT OF BEGINNING and containing 101,665 square feet or 2,334 acres more or less according to calculations performed by Stock and Associates Consulting Engineers, inc. on August 21, 2003.

LACLEDE GAS/SPIRE ENERGY

PARTIAL RELEASE OF EASEMENT

THIS INSTRUMENT, made this 8th day of September, 2017,

WITNESSETH THAT:

WHEREAS, there has heretofore been granted to Laclede Gas Company a Missouri corporation, ("**GRANTOR**"), an easement ("Easement") in certain land located within part of Lot 13 of Cityplace Subdivision, which easement is recorded in Plat Book 346, Page 603 of the St. Louis County Missouri Records wherein the nature and extent of the Easement and the lands affected are described; and

WHEREAS the present owner, TIC CITY PLACE 18 LLC ET AL ("**GRANTEE**") of the lands so affected, has requested that **GRANTOR** release the Easement and **GRANTOR** is willing to do so to the extent hereinafter described.

NOW THEREFORE, in consideration of One Dollar (\$1.00) in hand paid to **GRANTOR** by said **GRANTEE**, the receipt of which is hereby acknowledged, **GRANTOR** hereby RELEASES AND QUITCLAIMS to said **GRANTEE** all of **GRANTOR'S** right, title and interest in and to the Easement as shown hatched on the attached Easement Vacation Exhibit designated as Exhibit "A".

IN WITNESS WHEREOF, **GRANTOR** has caused this instrument to be signed by its Vice President, Operations Services and its corporate seal hereunto affixed the day and year first above written.

Approve to Form: [Signature]

Date: 8/24/17

LACLEDE GAS COMPANY

[Signature]
Craig R. Hoeferlin, Vice President Operations Services

Date: 09/08/2017

Attest:

[Signature]
Ellen Theroff
Corporate Secretary

Date: 8.24.17

Attachment: Applicant Materials (#17-044: 845 North New Ballas Court Easement Vacation)

STATE OF MISSOURI)
) ss.
 CITY OF ST. LOUIS)

On the 8th day of SEPT, 2017, before me,

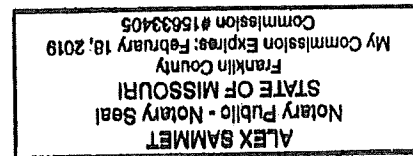
Alex Sammet, a notary public in and for said state,

appeared Craig R. Hoeferlin, to me personally known, who being by me duly sworn, did say that he is the Vice President – Operations Services of Laclede Gas Company and that said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors and said Craig R. Hoeferlin acknowledged said instrument to be the free act and deed of said corporation.

My Commission expires: FEB. 18, 2019.

Alex Sammet

Notary Public



LAYOUT: D:\18181...LACLED...1071
 DATE: Sep 27, 2017 - 7:20am
 DRAWING: \Proposals\Proposals\2017 Proposals\17-P211\COLE\Y-Work\Y-EASEMENT VACATION_17-P211.dwg

**RESUBDIVISION OF PART OF
 LOT 1 OF THE LAKE HOUSE
 FARM SUBDIVISION
 PB. 346 PG. 603**

LOT A

SCALE: 1" = 50'

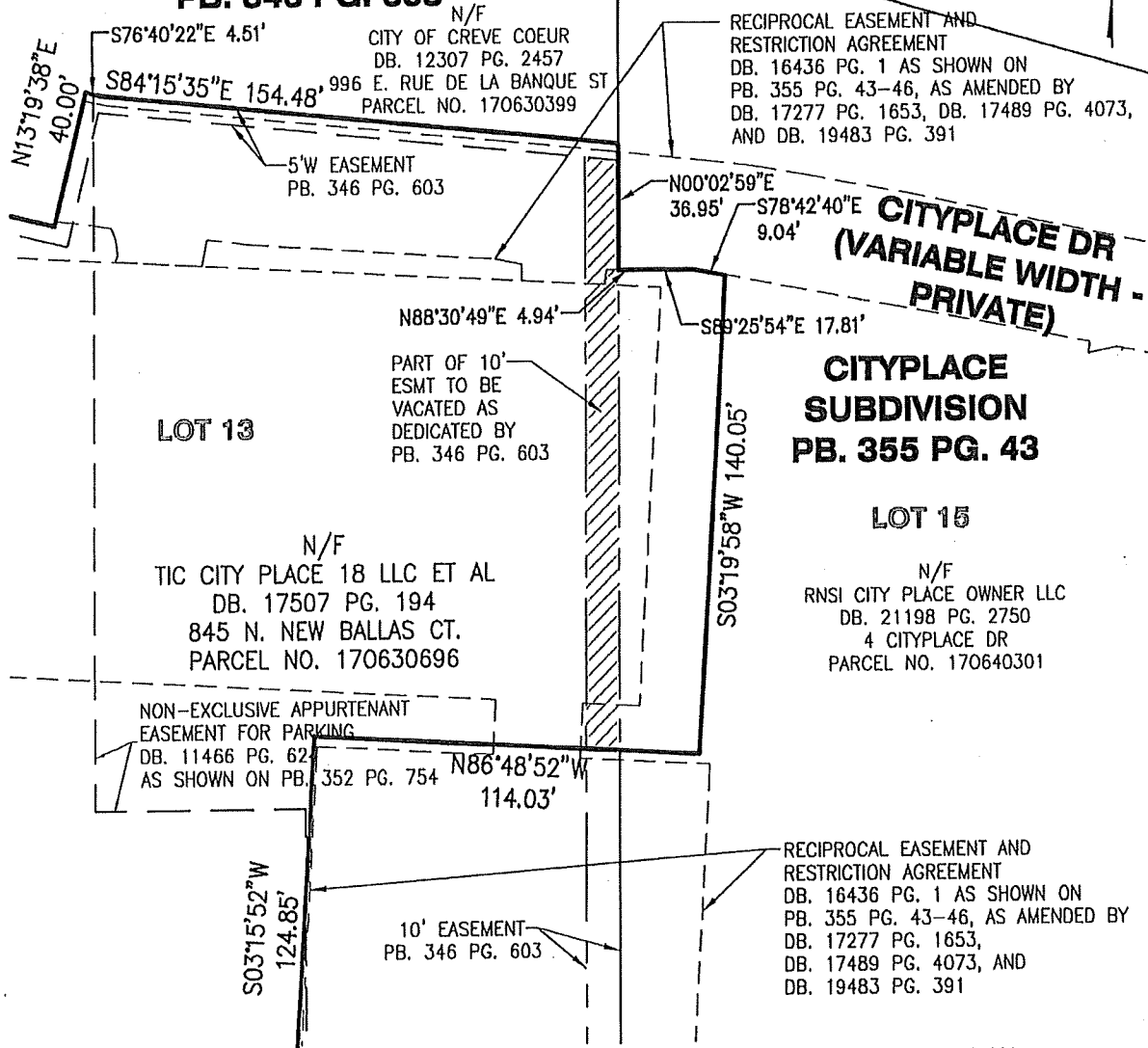


EXHIBIT "A"

PAGE 2 OF 2

INITIAL: _____

EASEMENT VACATION

PART OF LOT 13 OF CITYPLACE SUBDIVISION
 FRACTIONAL SECTION 3, TOWNSHIP 46 NORTH, RANGE 5 EAST
 CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

DRAWN/CHECKED: HWW/SAB

JOB NO. 04-0271

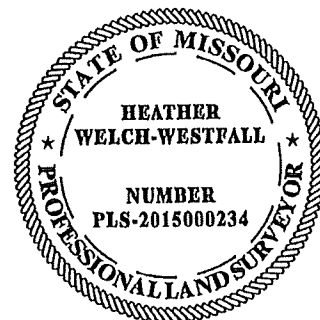
cole

401 S. 18TH ST.
 SUITE 200
 ST. LOUIS, MO
 63103
 314.984.9887

CIVIL ENGINEERING / SURVEYING / PLANNING / LANDSCAPE ARCHITECTURE
 Cole & Associates, Inc. is a licensed corporation in the State of Missouri. Cole & Associates, Inc. is a member of the National Society of Professional Surveyors.

COLE & ASSOCIATES, INC.
 L.S. 266-D

Heather Welch-Westfall 09/27/2017
 HEATHER WELCH-WESTFALL, P.L.S.
 MISSOURI LICENSE NO. PLS-2015000234



Attachment: Applicant Materials (#17-044: 845 North New Ballas Court Easement Vacation)

AT&T



Right of Way
12851 Manchester Rd.,
Rm 2-E-310
Des Peres, MO 63131
314-288-1278

7.4.b

September 21, 2017

Cole
Attn: Heather Welch-Westfall, PLS
401 S. 18th Street, Suite 200 #406
St. Louis, MO 63103

RE: Release a portion of a 10' wide easement located in Part of Lot 13 of Cityplace Subdivision in St. Louis County, Missouri. Commonly known as: 845 N. New Ballas, St. Louis, Missouri. Parcel ID #18K430172.

Dear Ms. Westfall,

After a review of our records, Southwestern Bell Telephone Company (d/b/a AT&T Missouri), has **no** objection to vacating the easement referenced above and as shown hachured on the attached Exhibit "A". AT&T has **no** facilities within the requested vacation area.

If you should have any questions, please contact me on 314.450.9653 or via email at jeffrey.a.kempfer@att.com.

Sincerely,

Jeffrey A. Kempfer
Mgr., OSP Planning & Engineering Design

Enclosure

Attachment: Applicant Materials (#17-044: 845 North New Ballas Court Easement Vacation)



**SOUTHWESTERN BELL TELEPHONE COMPANY
RELEASE OF EASEMENT**

Executed: 9-21-2017

THIS RELEASE OF EASEMENT, entered into by **SOUTHWESTERN BELL TELEPHONE COMPANY, d/b/a AT&T MISSOURI, (12851 MANCHESTER RD., RM 2-E-310, DES PERES, MO 63131), GRANTOR, AND TIC CITY PLACE 18, LLC ET AL, 9666 OLIVE BLVD, SUITE 368, ST. LOUIS, MISSOURI 63132**, GRANTEES, wherein GRANTOR in consideration of One Dollar (\$1.00) and other valuable consideration, receipt of which is hereby acknowledged, does by these presents ABANDON, RELEASE, RELINQUISH AND DISCLAIM to GRANTEES, as is, all or a specific portion of a certain easement for telecommunication purposes hereinafter described that affects land owned by GRANTEES situated in The City of St. Louis, ST. LOUIS COUNTY, MISSOURI, and described as follows:

A TRACT OF LAND BEING PART OF LOT 13 OF CITYPLACE SUBDIVISION, RECORDED IN DEED BOOK 17507, PAGE 194 OF THE ST. LOUIS COUNTY, MISSOURI RECORDS AND LOCATED IN TOWNSHIP 46 NORTH, RANGE 5 EAST, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI. COMMONLY KNOWN AS: 845 N. NEW BALLAS CT., ST. LOUIS, MO. PARCEL ID #170630696.

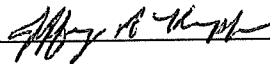
Said land of GRANTEES being subject to: A portion of a 10' wide easement, recorded in Plat Book 346, Page 603 of the St. Louis County, Missouri records.

The area of said easement to be hereby released is described as follows: *The area shown hachured (//////////) on the easement vacation plat marked Exhibit "A", attached hereto and made a part thereof.*

TO HAVE AND TO HOLD same, together with all rights and appurtenances to the same belonging, unto GRANTEE(S), their heirs, successors and assigns forever.

IN WITNESS WHEREOF, GRANTOR has caused this Release of Easement to be executed by its duly authorized officers this 21st day of September, 2017.

SOUTHWESTERN BELL TELEPHONE
COMPANY (d/b/a AT&T MISSOURI)



Name: JEFFREY A. KEMPFER

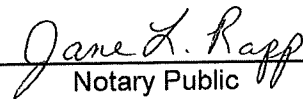
Title: MGR., OSP PLNG & ENGRG DESIGN

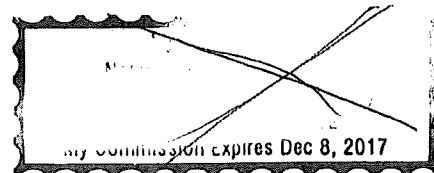
THE STATE OF MISSOURI
COUNTY OF ST. LOUIS

BEFORE ME, the undersigned authority, on this day personally appeared JEFFREY A. KEMPFER, known to me to be the person whose name is subscribed to the foregoing instrument as the MGR., OSP PLANNING AND ENGINEERING DESIGN of SOUTHWESTERN BELL TELEPHONE COMPANY (d/b/a AT&T Missouri), a corporation, and acknowledged to me that he executed the same for purposes and considerations therein expressed in the capacity stated, and as the act and deed of said corporation.

Given under my hand and seal of office this the 21ST day of September, 2017.




Notary Public



LAYOUT EXHIBIT PAGE 2
DATE: Aug 14, 2017 - 8:15am
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RESUBDIVISION OF PART OF LOT 1 OF THE LAKE HOUSE FARM SUBDIVISION PB. 346 PG. 603

SCALE: 1" = 50'

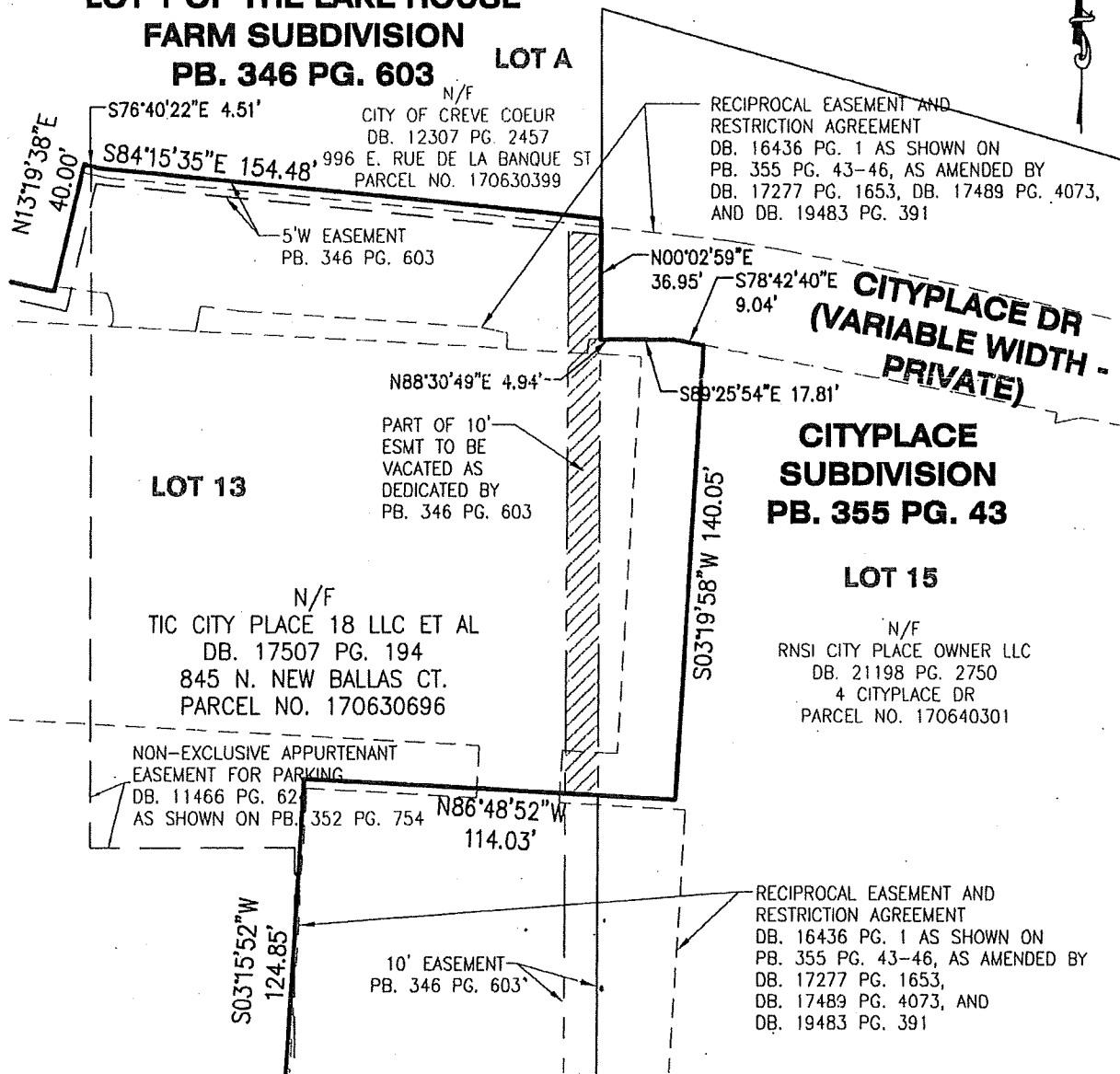


EXHIBIT "A"

PAGE 2 OF 2

INITIAL: _____

EASEMENT VACATION

PART OF LOT 13 OF CITYPLACE SUBDIVISION
FRACTIONAL SECTION 3, TOWNSHIP 46 NORTH, RANGE 5 EAST
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

DRAWN/CHECKED: HWW/SAB

JOB NO. 04-0271

cole

401 S. 18TH ST.
SUITE 200
ST. LOUIS, MO
63103
314.984.9887

CIVIL ENGINEERING / SURVEYING / PLANNING / LANDSCAPE ARCHITECTURE
Cole & Associates, Inc. is a Missouri Corporation of S.E. Cole Design Group, Inc. in Arkansas & Texas having referred to as "Cole"

COLE & ASSOCIATES, INC.
L.S. 266-D

XX/XX/XXXX

XXXXX, P.L.S.
MISSOURI LICENSE NO. XXXX

PRELIMINARY

FOR REVIEW AND COMMENT

**NOT A FINAL SURVEY
DOCUMENT**

Attachment: Applicant Materials (#17-044: 845 North New Ballas Court Easement Vacation)

AMEREN



November 2, 2017

Ms. Heather Westfall
Cole & Associates
6175 Main St., Ste. 367
Frisco, TX 75034

RE: 845 North New Ballas Ct, St. Louis, MO 63141

Dear Ms. Westfall,

This is in response to your request that Ameren Missouri approve the release of a ten (10) foot wide easement which encumbers the site at 845 North New Ballas Road. Said easement is dedicated per plat thereof recorded in Plat Book 346, Page 603 of the St. Louis County, Missouri, Records.

Our Dorsett District Engineering Department has reviewed your request and determined that Ameren Missouri has no objection to the release of the easement, provided new easements are secured to cover existing and/or future facilities associated with this development.

If there are any additional questions or concerns regarding this matter, please contact me at (314) 992-8671 or rwilliams10@ameren.com.

Sincerely,

A handwritten signature in cursive script that reads "Roxanne Williams".

Roxanne Williams
Real Estate Representative

1801 Chouteau Avenue
PO Box 68149

St. Louis, MO 63168-6149

AmerenMissouri.com

Attachment: Applicant Materials (#17-044: 845 North New Ballas Court Easement Vacation)

MISSOURI AMERICAN WATER



MISSOURI
AMERICAN WATER

www.amwater.com

727 Craig Road
St. Louis, MO 63141

August 21, 2017

Heather Welch- Westfall, PLS
Cole & Associates, Inc.
401 S. 18th Street, Suite 200
St. Louis, MO 63103

RE: Easement Vacation: **Lot 13 City Place Subdivision**

Dear Mrs. Westfall:

Per your request, enclosed is the signed easement release document for **City Place Subdivision**. Please have this release document recorded and **forward me a copy of the recorded document** with the appropriate recording information on it after the Recorder's Office returns the document to you.

Should you have any questions, please contact me at (314) 996-2324.

Sincerely,

Terrance Green
Engineering Specialist
Right of Way & Developer Services

Missouri-American Water Company
727 Craig Road
St. Louis, MO 63141
USA

T +1 314 996 2324
F +1 314 569 3972
E terrance.green@amwater.com
I www.amwater.com

Attachment: Applicant Materials (#17-044: 845 North New Ballas Court Easement Vacation)

DEED OF RELEASE OF A PORTION OF EASEMENT INTERESTS

This instrument made this 21st day of August, 2017.

WHEREAS, on the 24th day of September, 1998, Creve Coeur Club, a Missouri Corporation of the County of St. Louis, granted to Missouri-American Water Company, formerly known as St. Louis County Water Company, a Missouri corporation, its successors and assigns, an easement(s) 10' wide on ***Lot B of the Re-subdivision of Part of Lot 1 of The Lake House Farm Subdivision***, as recorded in Plat Book 346, Page(s) 603, of the St. Louis County, Missouri Records, (herein after "**Existing Grant**"); and,

WHEREAS, the Missouri-American Water Company has been requested to grant a release of a portion of said **Existing Grant** described above; and,

WHEREAS, the Missouri-American Water Company is willing to grant such release of a portion of said **Existing Grant** described above;

NOW THEREFORE, in consideration of the sum of One Dollar (\$1.00) and other good and valuable consideration paid to the Missouri-American Water Company by Stream Co., L.L.C., a Missouri Coporation the receipt of which is hereby acknowledged, the Missouri-American Water Company by this instrument, does hereby remise and release that portion of the **Existing Grant**, specifically as shown hachured //// on the attached drawing marked Exhibit "A".

Missouri-American Water Company expressly retains all other easement rights of which it may have an interest, with respect to the **Existing Grant** along with all prior and subsequent easement rights to which Missouri-American Water Company has an interest, except for the portion of the **Existing Grant** released.

IN WITNESS WHEREOF, the Missouri-American Water Company has caused these presents to be signed by its Construction Manager this 21st day of August, 2017.

MISSOURI-AMERICAN WATER COMPANY

BY

David Pruitt, Construction Manager

STATE OF MISSOURI

)

) SS:

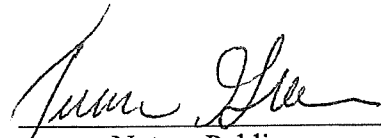
COUNTY OF ST. LOUIS

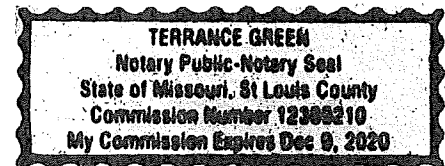
)

On this 21st day of AUGUST, 2017, before me appeared **David Pruitt**, to me personally known, who being by me duly sworn did say that he is the Construction Manager of Missouri-American Water Company, a corporation of the State of Missouri, and that said instrument was signed in behalf of said corporation by authority of its Board of Directors; and said Construction Manager acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my notarial seal at my office in St. Louis County, Missouri, the day and year last above written.

My commission expires: 12-9-2020


Notary Public



LAYOUT EXHIBIT, PAGE 2
 DATE: Aug 14, 2017 - 8:15am
 DRAWING: J:\Proposals\2017 Proposals\17-P211\CADD\Work\V_EASEMENT VACATION_17-P211.dwg

**RESUBDIVISION OF PART OF
 LOT 1 OF THE LAKE HOUSE
 FARM SUBDIVISION
 PB. 346 PG. 603**

LOT A

SCALE: 1" = 50'

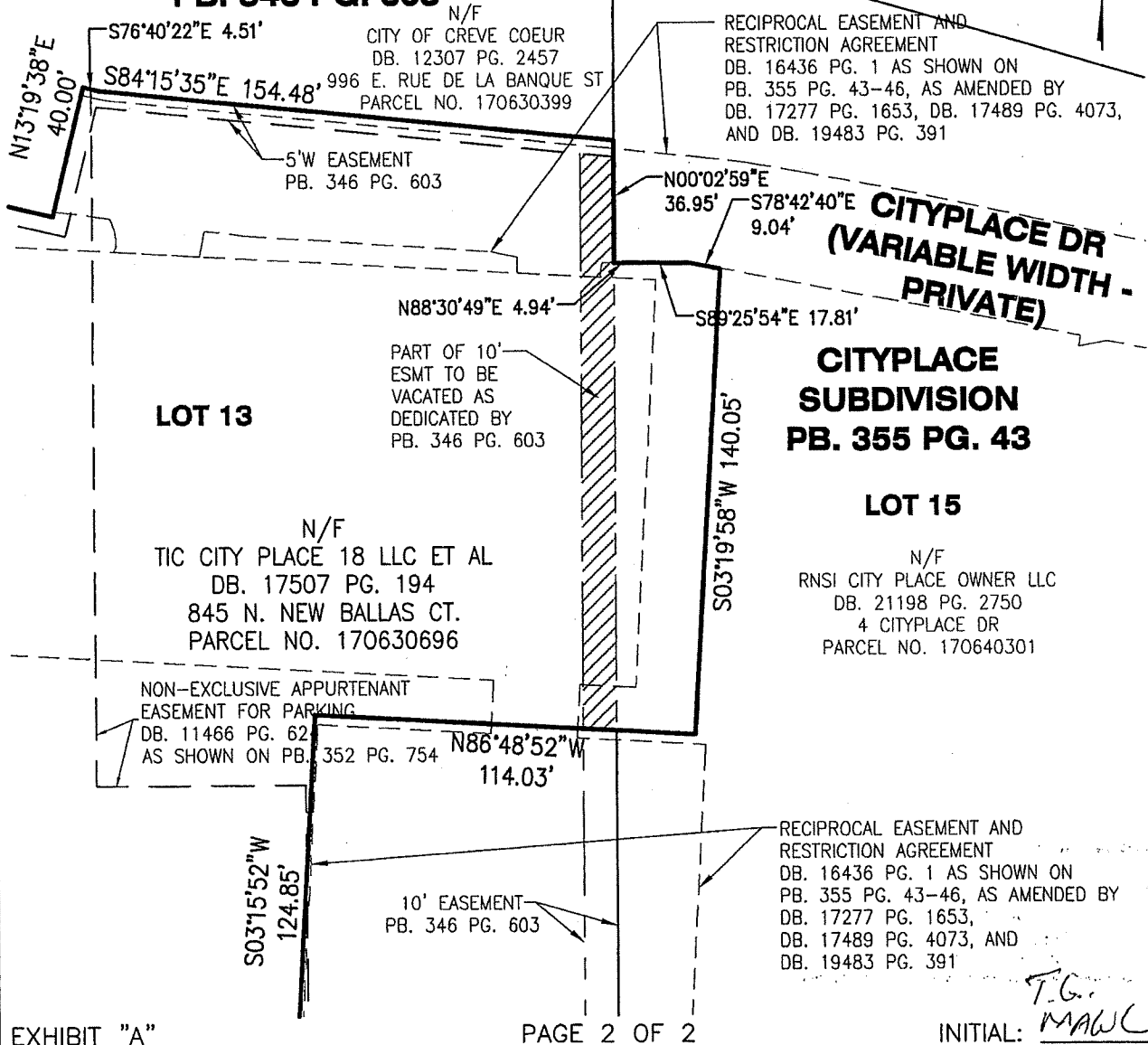


EXHIBIT "A"

PAGE 2 OF 2

EASEMENT VACATION

PART OF LOT 13 OF CITYPLACE SUBDIVISION
 FRACTIONAL SECTION 3, TOWNSHIP 46 NORTH, RANGE 5 EAST
 CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

DRAWN/CHECKED: HWW/SAB

JOB NO. 04-0271

cole

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COLE & ASSOCIATES, INC.
 L.S. 266-D

XX/XX/XXXX

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XXXXX, P.L.S.
 MISSOURI LICENSE NO. XXXX

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Attachment: Applicant Materials (#17-044: 845 North New Ballas Court Easement Vacation)

CHARTER

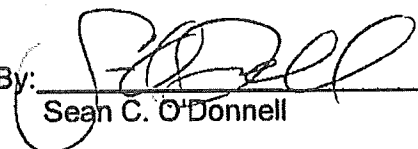
VACATION OF EASEMENT

WHEREAS, an easement for broadband cable communications placement within the dedicated utility easement has been granted to Charter Communications Entertainment I, LLC ("Charter"), The Grantor located at 941 Charter Commons Town & Country, MO 63017 by St. Louis County, Missouri within Lot 13 of the Cityplace Subdivision, as recorded in Plat Book 355, Page 43 in the records of the St. Louis County Recorder of Deeds Office; and it is the purpose and intent of Charter to release a portion of such easement rights.

NOW THEREFORE, Charter does hereby relinquish and release that portion of its easement rights to Grantee _____ to place or maintain permanent facilities within the hatched area of the easement shown on Exhibit A. Except for the release of the hatched area described herein, the remaining easement rights and interests granted to Charter pursuant to the aforementioned plat shall remain in full force and effect.

IN WITNESS THEREOF, Charter has caused this document to be executed as of the 9th day of November, 2017.

Charter Communications Entertainment I, LLC, a Delaware limited liability company
By its Manager: Charter Communications, Inc., a Delaware corporation

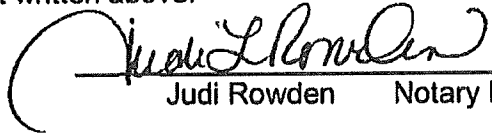
By: 
Sean C. O'Donnell

Title: VP/GM Charter Communications Entertainment I, LLC

STATE OF MISSOURI)
COUNTY OF Jefferson)

On this 9th day of November, 2017, before me appeared Sean O'Donnell, who being by me duly sworn, did say that he is an Area Vice President of Charter Communications Inc., a Delaware corporation, that this instrument was signed on behalf of said company by authority of its board of directors, and that Sean O'Donnell declared that his signature placed hereon was the free act and deed of said company.

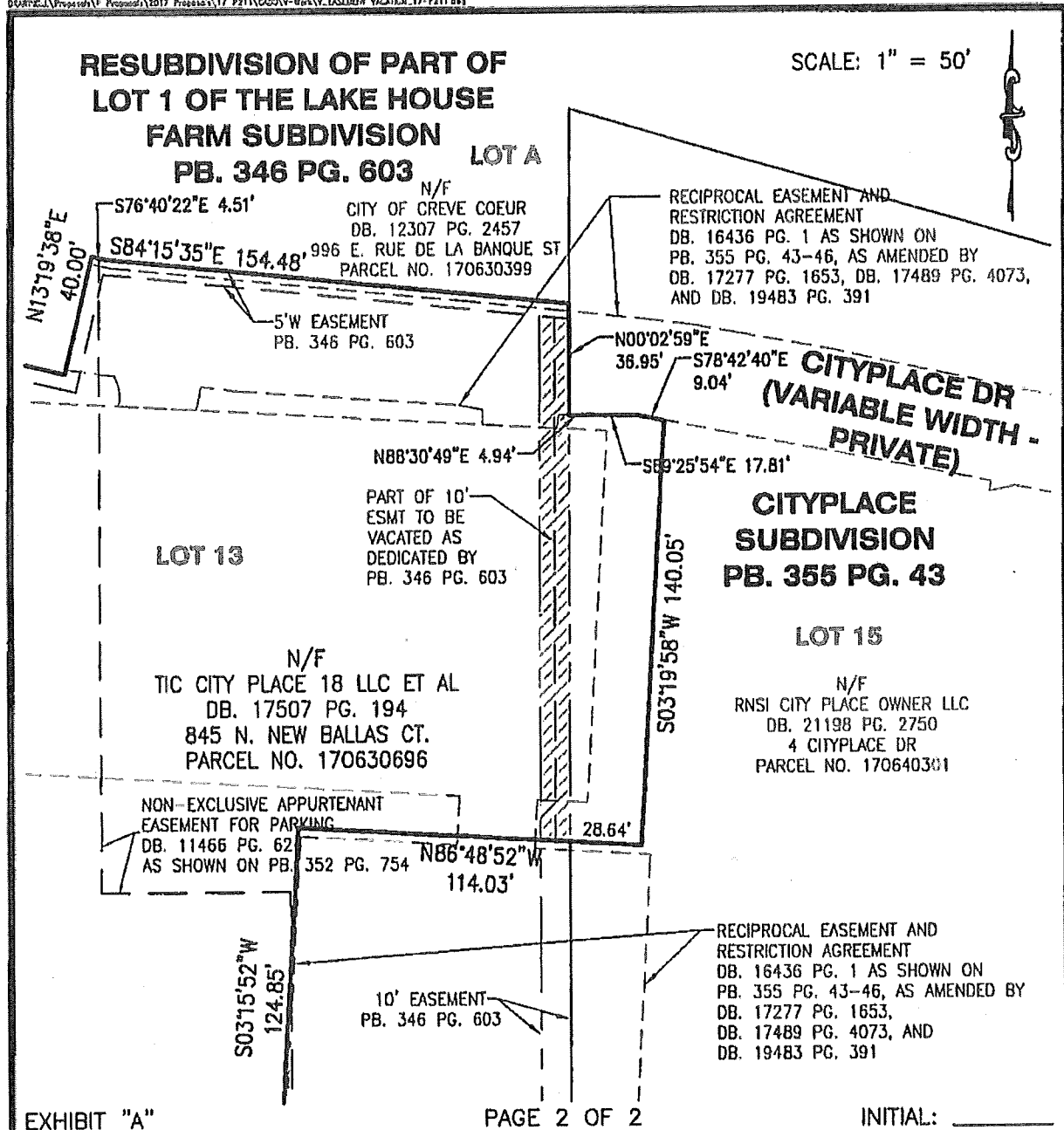
IN TESTIMONY WHEREOF, I have hereunto set my hand on the day and year and in the County and State last written above.


Judi Rowden Notary Public

My Commission Expires:

JUDI L. ROWDEN
Notary Public - Notary Seal
State of Missouri, Jefferson County
Commission # 14379168
My Commission Expires Jan 30, 2018

LAND/EXHIBIT/ADJUDICATION
DATE: May 05, 2017 - 10:00am
DURATION: 1/1/2017 - 1/1/2017



EASEMENT VACATION

PART OF LOT 13 OF CITYPLACE SUBDIVISION
FRACTIONAL SECTION 3, TOWNSHIP 45 NORTH, RANGE 5 EAST
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

DRAWN/CHECKED: **HWW/SAB**

JOB NO. **04-0271**

cole

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SUITE 200
ST. LOUIS, MO
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314.984.9887

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City & Associates, Inc. is a Missouri Corporation. All work is done under the supervision of a Professional Engineer or Professional Land Surveyor.

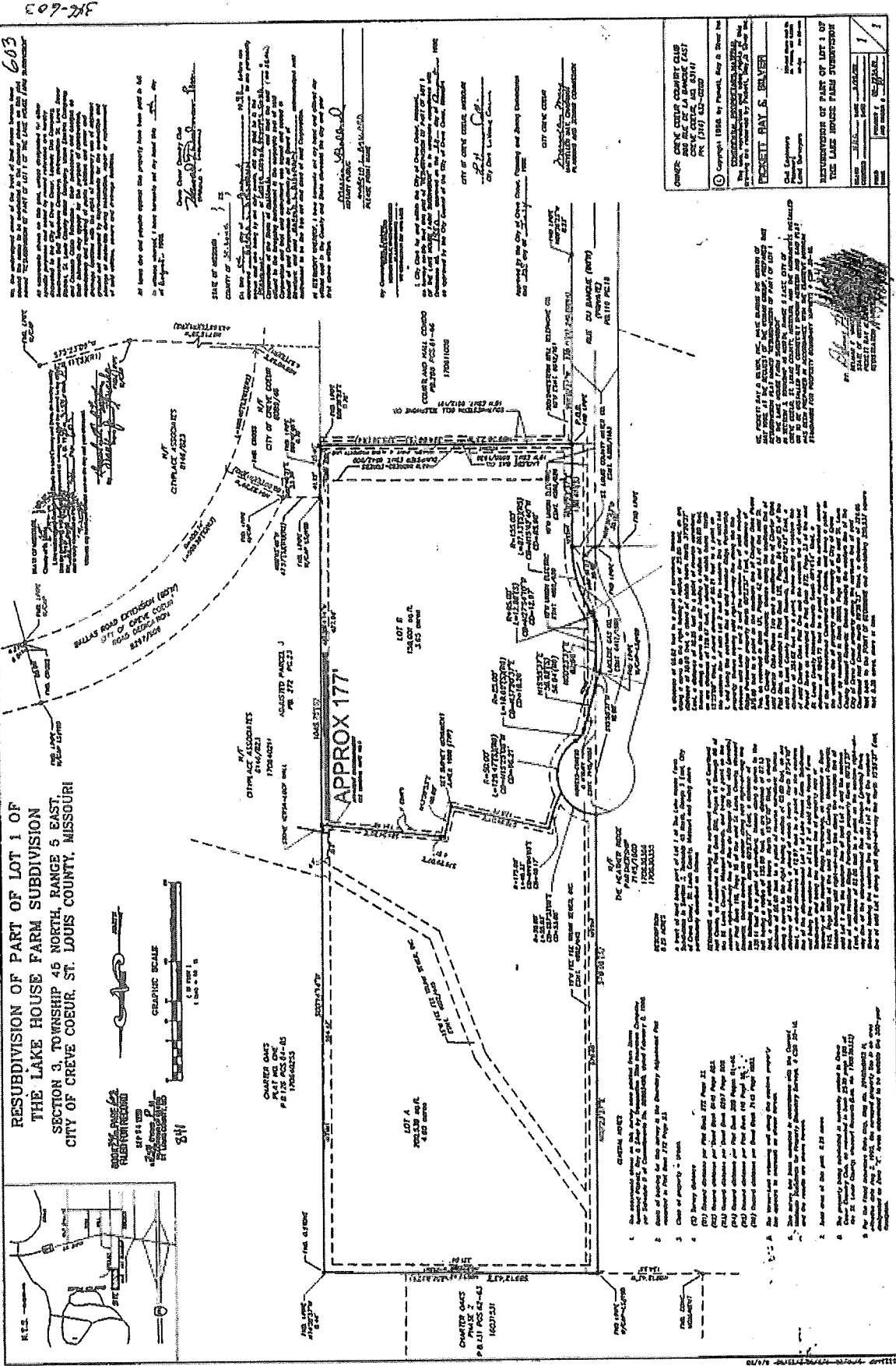
COLE & ASSOCIATES, INC.
L.S. 266-D

Heather Welch-Westfall 11/06/2017

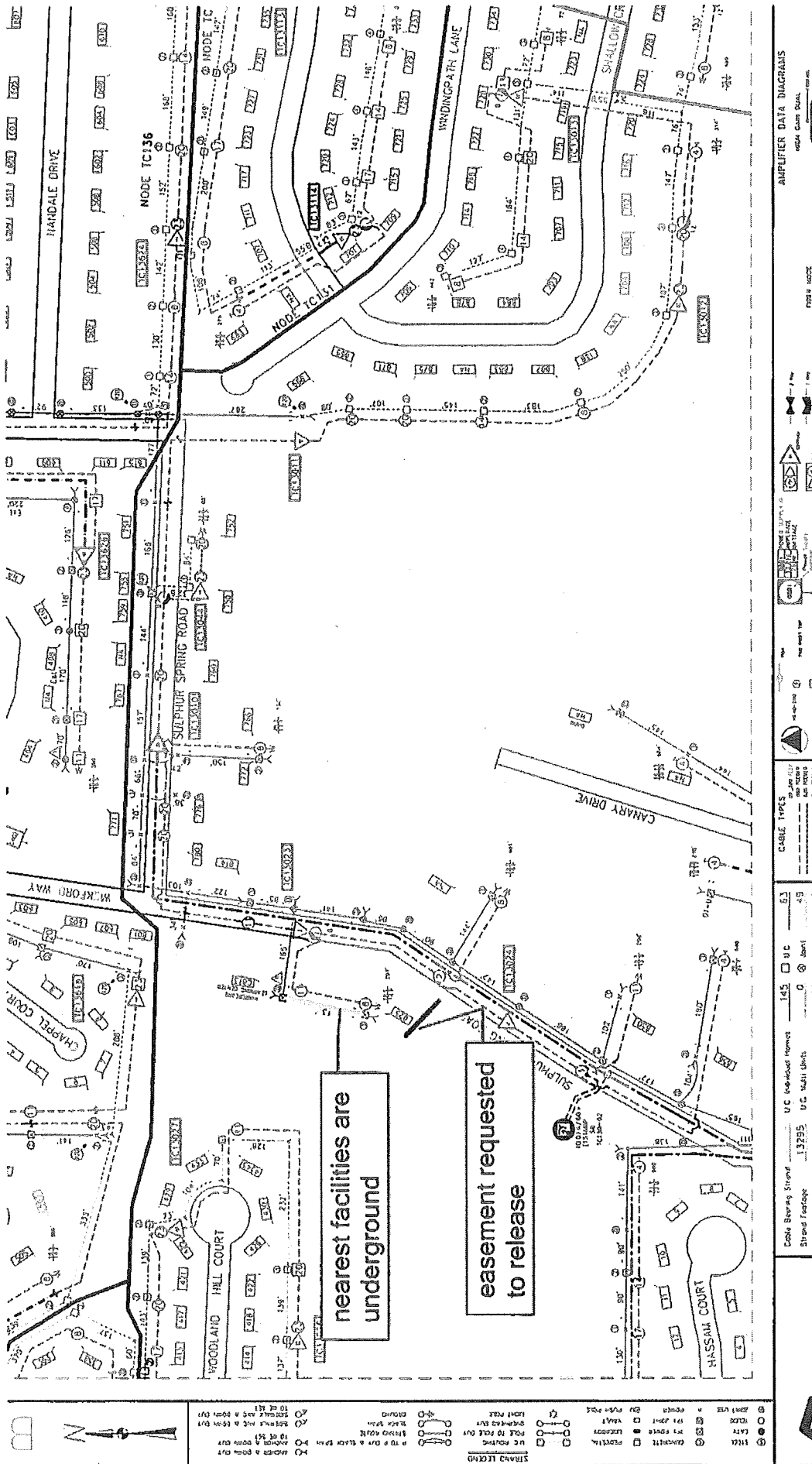
HEATHER WELCH-WESTFALL, P.L.S.
MISSOURI LICENSE NO. PLS-2015000234



Attachment: Applicant Materials (#17-044: 845 North New Ballas Court Easement Vacation)



Attachment: Applicant Materials (#17-044: 845 North New Ballas Court Easement Vacation)

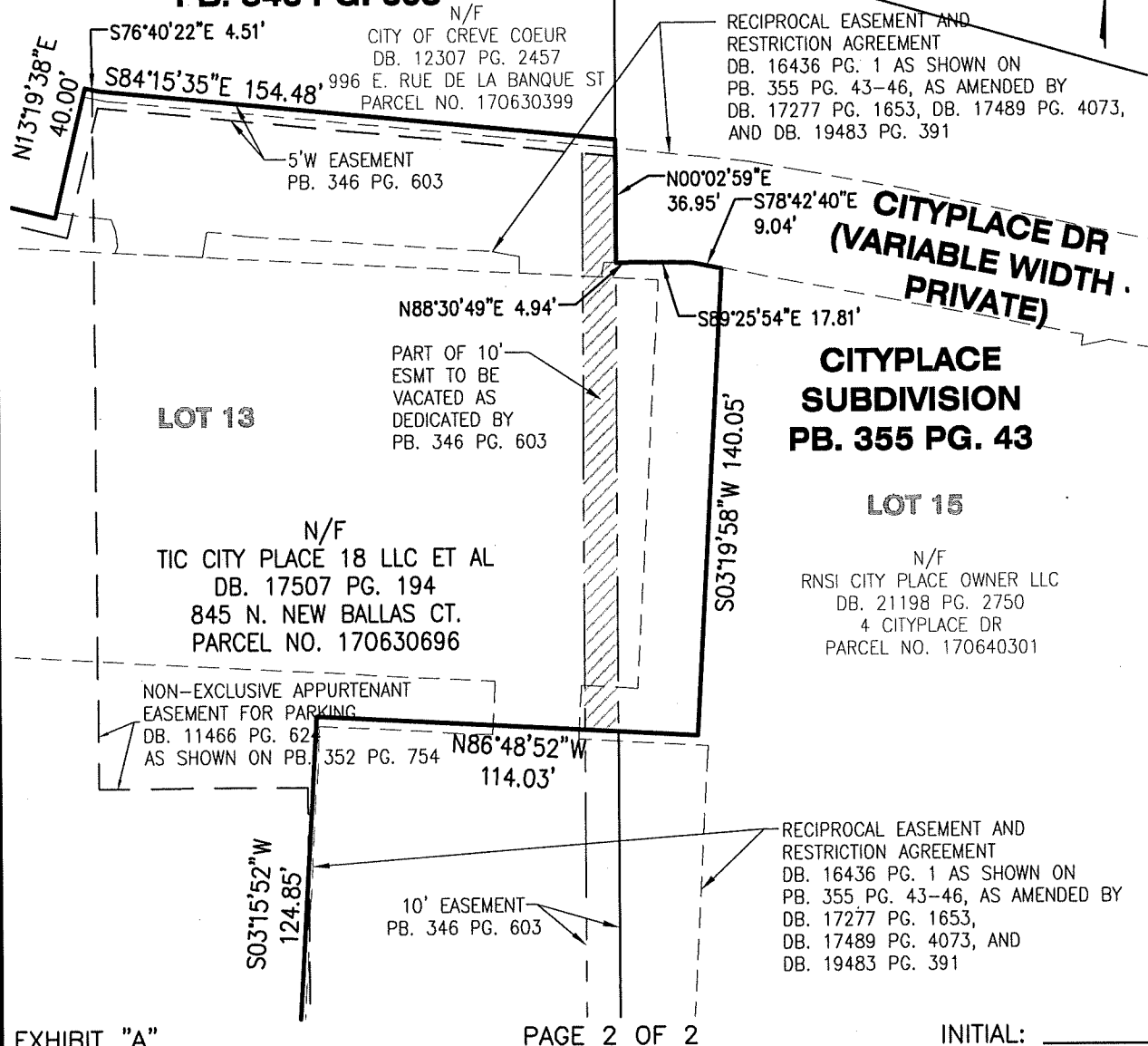


LAYOUT: EXHIBIT_PAGE 2
 DATE: Aug 14, 2017 - 8:16am
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**RESUBDIVISION OF PART OF
 LOT 1 OF THE LAKE HOUSE
 FARM SUBDIVISION
 PB. 346 PG. 603**

LOT A

SCALE: 1" = 50'



EASEMENT VACATION

PART OF LOT 13 OF CITYPLACE SUBDIVISION
 FRACTIONAL SECTION 3, TOWNSHIP 46 NORTH, RANGE 5 EAST
 CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

DRAWN/CHECKED: HWW/SAB

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 MISSOURI LICENSE NO. XXXX

PRELIMINARY

FOR REVIEW AND COMMENT

**NOT A FINAL SURVEY
 DOCUMENT**

Attachment: Applicant Materials (#17-044: 845 North New Ballas Court Easement Vacation)

BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE VACATING A PORTION OF AN EASEMENT
ON THE PROPERTY AT 845 NORTH NEW BALLAS COURT, PART OF LOT 13 OF
THE CITYPLACE SUBDIVISION**

WHEREAS, Part of Lot 13 of Cityplace Subdivision recorded in Deed Book 17507, Page 194, of the St. Louis County Missouri, records and located in Township 46 north, Range 5 East, City of Creve Coeur, St. Louis County, Missouri addressed as 845 North New Ballas Court, included a 10 foot wide easement underneath an existing multi-floor parking structure; and

WHEREAS, it has been determined that there are no utility facilities located within the easement area and the various utilities serving this property have provided approval of the easement release, the easement is not needed by the utilities serving this property, and the City has no public interest in the preservation of this easement;

WHEREAS, the vacation of this easement was approved by the Planning & Zoning Commission at their meeting held on December 4, 2017;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CREVE COEUR, MISSOURI AS FOLLOWS:

SECTION 1: Pursuant to the provisions of Section 82.190 RSMo, the easement, as illustrated in the attached Exhibit A, is hereby vacated and the City Administrator is authorized to execute documents on behalf of the City as may be needed to effectuate the vacation and the City Clerk is authorized and directed to attest thereto. The City Administrator and his designated representatives are hereby authorized and directed to take any and all actions necessary, desirable, convenient or proper in order to carry out the intent of this Ordinance, and the matters herein authorized.

SECTION 2: This ordinance shall become effective pursuant to 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

BILL NO. _____

ORDINANCE NO. _____

ATTEST:

DEBORAH RYAN
CITY CLERK